

DEC 17 '36

ATLANTIC FISHERMAN

VOL. XVII

Registered U. S. Patent Office
DECEMBER, 1936

NO. 11

First the "Storm"
then the "Surf"
NOW the "Swell"

CCY Completely Equipped with **Columbian**
PACE Setters in the important business of trawling . . . pioneers in design
and equipment . . . these new 40 Fathom "Super Trawlers" of the Bay
State Fishing Company hold the spotlight of interest in the fishing world.

Every foot of rope used on these three new trawlers is Columbian, chosen
because it has proved itself to be a thoroughly dependable rope, both to the
owners of these trawlers and to their builders, the Bath Iron Works.

COLUMBIAN ROPE COMPANY
362-90 Genesee Street
AUBURN, "The Cordage City," N. Y.

QUALITY
Controlled
every step of the way

COLUMBIAN TAPE MARKED ROPE PURE MANILA

Boston Office and Warehouse 38 Commercial Wharf

Paul Pavlis has tried others But Prefers Atlas Diesel



Paul Pavlis

Six years ago Paul Pavlis of Tarpon Springs, Florida, powered his 38 foot sponge fishing boat "PORTARITISA" with an Atlas Imperial Diesel Engine. When asked about his experience with the Atlas Diesel and his opinion of the engine, here is what he said:

"My boat, the 'PORTARITISA', was one of the first boats in Tarpon Springs to be powered with an Atlas Engine. This was six years ago. Today this same Atlas Engine is in operation in my boat, and with the exception of the newness being worn off, it operates almost as smoothly as the day I bought it.

"I have spent very little money on my Atlas during this time, and it has more than paid for itself with the saving that it has afforded me in operating costs. I have had occasions to test the value of my Atlas Engine many times, and particularly in stormy weather. We have been caught in many southeasters, but our Atlas has never failed us.

"Like a true seaman, it has weathered the severest storms, and has always brought us safely home to our families and loved ones.



The 38-ft. sponge fishing boat "Portaritisa", owned by Paul Pavlis of Tarpon Springs, Fla., and powered by an Atlas Imperial Diesel.

During my years of experience in the sponge business, I have tested many engines, but the Atlas is my choice of them all."

Atlas Imperial Diesels of the heavy duty, slow speed type have proven very successful in sponge fishing, and their increasing popularity has caused the Gulf Supply Company of Tarpon Springs to become the Atlas Distributor to the sponge fleet.

ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND, CALIFORNIA—MATTOON, ILLINOIS

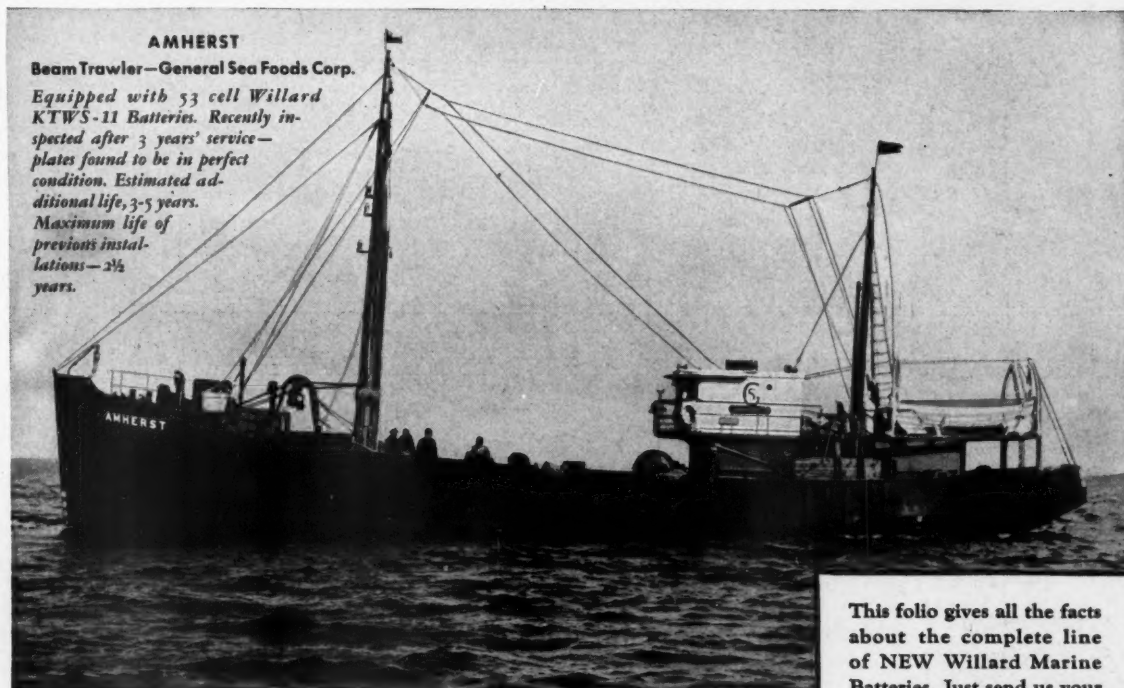
115 BROAD STREET,

NEW YORK

ATLAS IMPERIAL

LEADERS IN PERFORMANCE

Yet they cost less to own



AMHERST

Beam Trawler—General Sea Foods Corp.

Equipped with 53 cell Willard KTWS-11 Batteries. Recently inspected after 3 years' service—plates found to be in perfect condition. Estimated additional life, 3-5 years. Maximum life of previous installations—2½ years.

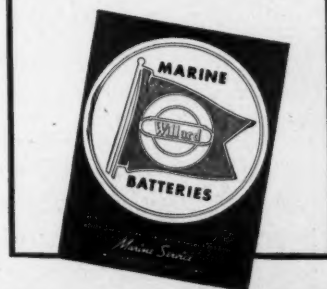
● The boat owners who use Willard Marine Batteries will tell you they have a battery with outstanding performance and long, trouble-free operation. They based their choice on actual performance records—not on price.

Yet, in case after case, these Willard-equipped boats show a lower battery cost per year than previous installations.

The next time you need batteries for your boat, remember this: Willards Cost Less to Own—they last longer and they don't let you down!

WILLARD STORAGE BATTERY COMPANY • CLEVELAND, OHIO

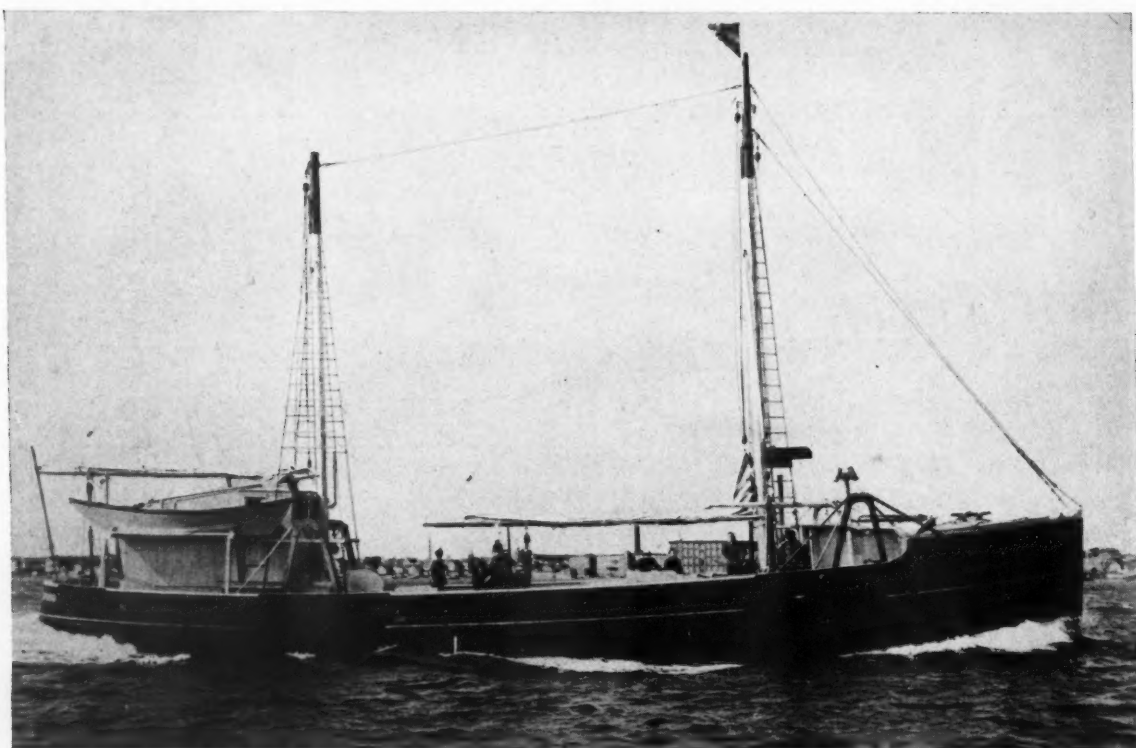
This folio gives all the facts about the complete line of NEW Willard Marine Batteries. Just send us your name and address; we'll mail you a copy at once.



Willard STORAGE BATTERIES



... WILLARDS COST LESS TO OWN



MARY JANE GIVES HER EXIDE MARINE BATTERY PLENTY OF WORK TO DO



MARY JANE is a new 92-foot dragger owned by Captain Dan Mullins of New Bedford, Mass. She is equipped with a 56-cell Exide Marine Battery. Floated across the generator bus, the battery supplies power for all peak loads, and in emergencies takes care of all lighting, the operation of the fish hoist, auxiliary pumps—including bilge pump, salt water pump, lubricating oil pump—and other equipment.

Fishing service is a real test of a battery, and it means a lot to know that there is one battery you can always depend on. Exide Marine Batteries not only have the staying power for dependable service at sea, but

they are long-lasting batteries that stay on the job with a minimum of maintenance.

That is because Exides are of *genuine marine type and quality*—built for sea service and built to make the money you spend for batteries go a long way. There are 6 and 12 volt Exides for small craft, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for larger vessels. See your marine dealer, or write to:

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto



ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

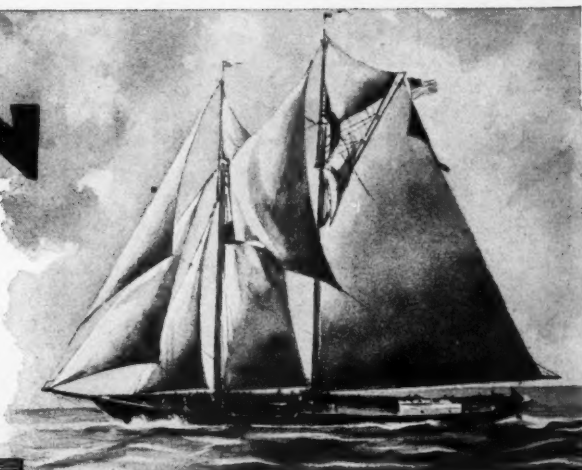
P. G. LAMSON, *Publisher*; JAMES E. MUNSON, *Editor*

10 cents a copy \$1.00 a year

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.



Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XVII

DECEMBER 1936

NO. 11

Many More Trawlers to be Built

Building Program Continues Unabated

EARLY this year the ATLANTIC FISHERMAN predicted that the trawler building program, then just barely under way, was no flash in the pan. The prediction was based on two factors: the need for new vessels, and the marked improvement in the industry's financial position which made a building program possible.

Subsequent orders for new trawlers confirmed the forecast. Nine modern vessels, whose aggregate worth totalled approximately \$1,500,000, were soon on the ways, and of these, six have been launched. The remaining three are scheduled for early delivery.

Now seven more trawlers are to be built. The General Seafoods Corporation will add three to its fleet, all three to be built along Maierform lines, with nickel-clad holds, and to be launched the same day, at the same time, next Summer. They will be christened the *Annapolis*, *West Point* and *Yale*.

F. J. O'Hara & Sons, Inc., have ordered two, to be built by the Bath Iron Works, and powered with 650 hp. Fairbanks-Morse Diesels. They will be a little larger than the Company's *Notre Dame* and *Fordham*, or about 135 ft. long on the waterline. Both will be launched next June, and will be named the *Villanova* and *Jeanne d'Arc*.

Irving Usen, whose new *Arlington* was launched November 28, has contracted with Bath Iron Works for a duplicate of the *Arlington*, to be named the *Winchester*, and to be ready for fishing next Spring under command of Capt. Theodor Jonsson, now on the *Brookline*.

The Bay State Fishing Company, enthused over the performance of the *Storm*, *Surf* and *Swell*, has ordered a fourth new trawler, which will also be built by the Bath Iron Works. In announcing this further expansion of his Company's fleet, B. Devereux Barker, President of Bay State Fishing Company and Forty Fathom Fisheries, said, "The keel of the fourth vessel, to cost \$200,000, will be laid at once and launched next Spring. It had been planned to build an additional craft next year, but the trawlers *Storm*, *Surf* and *Swell*, launched in August, September and October, constructed with everything from shower baths for the fishermen to refrigerated, nickel-clad holds for the fish, met with such success, and the continued increase of the Company's volume of business has been so gratifying, that we have decided to start construction of the fourth craft immediately. Except for a few elaborations, providing even greater

comfort for the crew and officers, the latest trawler will be constructed on the same lines used to develop the others."

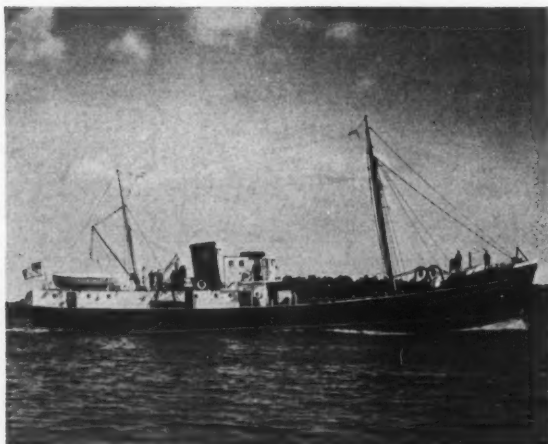
In addition to these seven vessels, the Portland Trawling Company, one of our leading operators, has indicated in a formal announcement that it will soon embark on a building program to replace its present fleet. The announcement is as follows: "The Portland Trawling Company, subsidiary of The Atlantic Coast Fisheries Company, looking forward to the renewal of its present fleet of trawlers, has engaged Owen and Minot, naval architects of Boston, Mass., to develop plans and specifications for new ships to be powered by Diesel engines.

"A comprehensive survey of the factors affecting trawler operation and design made for the Portland Trawling Company several years ago by Mr. Minot will serve as a starting point for the new work. Professor George Owen, of the firm of Owen and Minot, is a member of the faculty of the Pratt School of Naval Architecture of M.I.T. Professor James Robertson Jack, lately head of this school, will serve as consultant for Owen and Minot in the work. The designs will be pushed to earliest possible completion. A decision has not as yet been made as to the number of trawlers to be built."

The whole program will have the close co-operation and assistance of John Graham, head of the Portland Trawling Company, whose many years of experience in building ships, running them as chief engineer, and directing the operations of the "P.T." fleet have given him an invaluable store of knowledge of the fine points in construction and design.

If the company should decide to replace all of its present fleet, it would involve the construction of 16 new trawlers. At the present time, 12 are in operation, and four are laid up. All of the 16 are steamers, so the reference to Diesel engines in the announcement is of more than passing interest, for it presages the passing of the last large steamer fleet in the New England fisheries.

Meanwhile, vessel landings at Boston, Gloucester and Portland continue to record impressive gains in value compared with corresponding periods last year. For the nine months ending with September, vessel landings of fresh fish totalled 306,090,238 lbs., an increase of 21,232,415 lbs. over the 1935 figure. The value of this year's landings was \$8,315,287, an increase of \$1,895,226, or 29%, over those of the first nine months of 1935. Rising prices in the face of increased landings are unmistakable proof of the forward surge that is carrying the industry to new heights.



Bay State Fishing Company's "Storm".



Trawl winch on the "Storm".

Electricity and the Modern Trawler

By F. B. Haeussler and H. M. Myers, Industrial Engineers
General Electric Company, Boston

BECAUSE of their many departures from ordinary trawler design, the new additions to the fleet of the Bay State Fishing Company—*Storm*, *Surf* and *Swell*—have been subjected to a great deal of publicity, and their performance has been watched with more than usual interest. The three boats have already proved their ability to bring in paying trips of fish, and because of their success a fourth trawler will be built immediately.

Several articles have been published describing the vessels, but none has dealt specifically with the great amount of electrical equipment aboard. It is the purpose of this article to describe the various units on these modern trawlers.

Generating Equipment

The generating and battery equipment consists of the following:—

(1) One 25 kw., 125 volt generator driven by a Hill Diesel engine. This generator is used when the ship is at dock or at times when the drain on the batteries is too great.

(2) One 30 kw., 125 volt, 600/1155 r.p.m. tail shaft generator. This generator is driven by means of "V" belts from the tail shaft of the main engine. It supplies power for all requirements as long as the main engine is running to drive it above 600 r.p.m. This means at all cruising and dragging speeds. Its voltage is held constant by means of a voltage regulator, and it is disconnected by means of a reverse current relay. It drops off the line when its speed goes below 600 r.p.m., and comes back on the line when its speed reaches 600 r.p.m.

It will not reverse its polarity or come onto the line when the main engine reverses. It is automatic in every way, and requires no attention from the engineer on watch.

The battery supplies power when this generator is off the line so that there is no interruption of service.

(3) When the winch engine is running, there is provided a 15 kw., 125 volt generator which can be connected to the bus to furnish separate excitation to the winch generator and motor, as well as to assist the battery to supply power to the other power load if necessary during hauling operations.

(4) One 80 kw., 250 volt generator driven by a 130 hp. Diesel engine. This generator has special characteristics and it is used to supply power only to the winch motor. The winch generator and 100 hp. motor are connected together with no switches or circuit breakers between them, and they operate as one complete, independent unit. A description of the characteristics in more detail is given later in this article.

(5) One 319 ampere-hour lead-cell battery is connected across the bus. It is used to store up surplus power when available, and to furnish power when a generator is shut down, or during periods when changing from one generator to another.

Switchboard

The switchboard is very simple and easy to operate. Each generator is marked clearly, having its own indicating light, and is connected to the bus by a two-pole switch and a circuit breaker. The circuit breakers for the 15 and 25 kw. generators have reverse current and overload protection.

There is an ammeter for each generator and for the battery. A voltmeter with a rotary voltmeter switch is supplied to indicate voltages on any individual generator and between the positive and negative bus to ground.

An ampere-hour meter is supplied to give the ampere hours used from the battery and tells the engineer on watch the condition of his battery at all times.

The other circuits for motors, lighting, etc., are arranged in a simple, logical order with two-pole fused switches, each marked plainly for the circuit to which it belongs.

Constant voltage is supplied to the two lighting circuits through a voltage regulator, one in each circuit. This insures full illumination at all times and proper lamp life.

Motors

The motors and the service can be listed as follows:—

- 2—5 hp. air compressor motors.
- 1—7½ hp. fish hold refrigerator compressor motor.
- 1—3 hp. salt water pump. This motor supplies all the salt water for cooling and sanitary service, as well as for the deck.
- 1—¾ hp. boiler feed pump.
- 1—10 hp. fire and bilge pump.
- 1—5 hp. fan motor for circulating cold air around fish hold.
- 1—1/3 hp. domestic refrigerator motor.
- 1—½ hp. oil burner motor for steam boiler.
- 1—2 hp. lubricating oil pump.
- 1—5 hp. fish hoist.

This makes a total of 44 nameplate hp. not including the winch motor, and the electrical equipment for the Fathometer and radio.

Winch

There are two combinations of equipment on board a trawler which are vital to the success of the trawler, regardless of the

personnel or the quality of the other equipment. These combinations are:—

- (a) The main engine which propels the ship to where the fish are located, and —
- (b) The equipment for driving the winch which brings the fish onto the deck.

If a "land lubber" were to go to sea and watch the men on deck put the doors overboard, unhook and hook them up again into the gallows frames, and bring aboard a six or eight thousand pound bag of fish in rough weather, he would realize the importance of giving these men reliable and powerful equipment, simple, effective, and easy to handle.

Requirements

The requirements for such equipment are:—

- (1) Sufficient power to haul the net in at a reasonable rope speed, at all working depths, and in all kinds of weather.
- (2) Slow speed for marking wires and nigger-head work.
- (3) Ability to bring the doors gently up into the gallows frames, and to stall if the doors over-run, without putting undue strain on fastenings or cables.
- (4) Great pulling effort on the wires in the case of "hang ups," without overloading its engine or breaking cables.
- (5) The winch should speed up when the vessel rolls towards the net to keep the wires always tight, and slow down when the vessel rolls away from the net, or when the vessel is started up against the wires, so as not to break them.
- (6) It should always be ready for instant use.

The steam-driven winch meets most of these requirements, but has certain objectionable features.

When trawlers are Diesel-powered, it becomes necessary to drive the winch by some other means than a steam engine. To meet the requirements on these trawlers, a generator, motor, and winch have been designed to give magnetically the same characteristics as a steam engine. This is done by proportioning the fields and connecting them so as to duplicate steam engine performance, with the advantage of being ready for use at all times with no danger of freezing.

The operation is very simple. The engineer is notified to start the winch engine. He then closes a small switch for excitation. The man at the winch turns a handwheel to select the speed he desires.

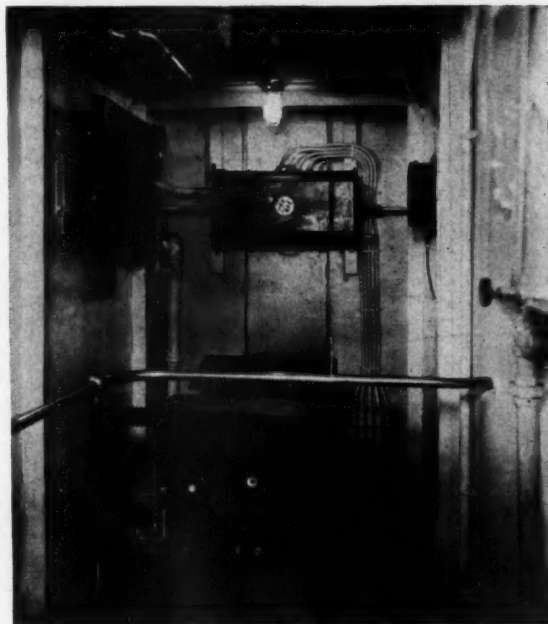
Since the generator voltage is magnetically and automatically controlled, it is a certain definite voltage at every load, and will give a definite motor or winch speed at that load. At no load the voltage is limited to a definite voltage. With the winch stalled, the motor current is limited to a safe heating value of both generator and motor for a reasonable period of time, and with a pull on the wires to insure them from breaking. It is not necessary, therefore, to have any protection such as switches, fuses, or circuit breakers between the generator and motor armatures.

Due to the voltage of generator being magnetically controlled, no control such as contactors, armature resistors, relays or manually-operated field rheostats is necessary.

The only controls with this equipment are a few small fixed field resistors and a drum controller for handling field currents, starting and stopping winch and selecting one of three speeds, which are provided for flexibility.

Some of the principal advantages of such a combination are:—

- (1) Low first cost.
- (2) Simplicity and ease of operation.
- (3) Low maintenance. No contactors, resistors, or relays.
- (4) Its ability to adjust the motor speed and pull on the wires automatically to suit all conditions.
- (5) The provision of three speeds from which the operator can easily select the one to meet his requirements. This gives flexibility and smooth operation.
- (6) The maximum no-load speed is fixed so there is no racing of the winch to cause wear, noise, or vibration.
- (7) The stalled pull on the wires is fixed to a safe value for the protection of the wires themselves, and the other equipment involved.



Winch motor and brake control.

- (8) The maximum horsepower required by the winch is a fixed value adjusted so that the maximum horsepower from the winch engine when needed can be obtained, and yet not overload this engine.
- (9) When the winch drums are empty of wire, (fishing in deep water), the winch automatically speeds up, and when the drums fill up, the motor automatically slows down so as to keep the average rope speed almost constant throughout the hauling period.
- (10) The motor is worm-gear-connected to the winch, which gives a smooth silent drive.
- (11) A solenoid brake is mounted on motor shaft opposite coupling end, which holds all loads when the drums are clutched to the winch shaft, or when using nigger-heads.

When power is applied to motor the brake is lifted, and therefore it is possible to overhaul the motor and run it backward if the pull on the wires is such as will overcome the turning moment of the motor and all friction. This again protects all equipment.

- (12) The winch is immediately ready for action. The engineer on watch makes only two moves:

- (a) Starts winch engine,
- (b) Closes field switch.

This takes only a few seconds.

The characteristics used on the winch equipment of these trawlers are ideal. The success of such equipment is attested by the records which trawlers using these characteristics have made.

Conclusions

These trawlers are truly modern in every respect, having the best equipment money can buy. The winch engine and switch-board are located only a few steps from the throttle of the main propulsion engine, so that the engineer has complete control of all operations with very little effort on his part.

He can see all instruments from his position at the throttle and at a glance can determine what each piece of equipment is doing, as well as just what is going on above deck. This information is as accurate as if the skipper telephoned it down to his engineer.

All features combined give close co-operation of all members of the crew, overall efficiency, and satisfaction both to owners and crew.

Arousing Interest in Plant Safety

By R. E. Krueger, Booth Fisheries Corp.

AROUSING interest in safety work includes the maintenance of various types of records, an award system in force as an incentive, charting the results of a safety engineer's efforts for distribution to distant points throughout a large organization and a number of other relative safety factors. There are, however, no statistics, charts, pictures, examples nor other known evidences in the form of tangible proof that the individual's interest is ever thoroughly aroused in safety.

For example, an apparent downward trend in the number of accidents under either the industrial or automobile classification is not generally symbolic of any one outstanding activity. An accident frequency chart showing a downward trend often actually reflects only luck throughout the organization, and may include a short period in which a comparatively serious accident did not occur. If we allow ourselves to be lulled into inactivity by a period of low accident frequency we will soon find our chart headed toward the top of the graph.

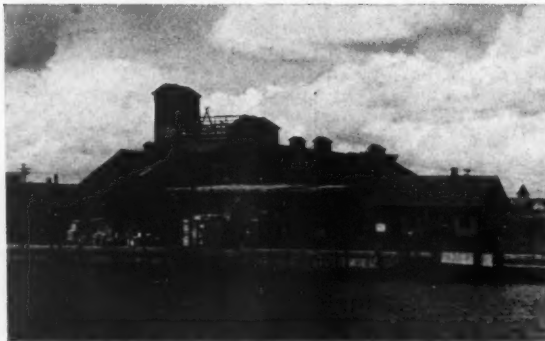
Our accident frequency chart is now brought up-to-date. The downward trend, having paused momentarily to level off at a given satisfactory point, is inclined toward "up". Thus we are reminded that it is suddenly necessary for us to resume our rigid drive in "safety first" activities and the promotion of our efforts to instill a general safety consciousness throughout the organization. How, then, do we generally go about it? A system of pleas in the form of average letters to distant points of a far flung organization represents the first weak attempt. The trend goes up and the number of letters go down. Down, probably because the safety engineer's department is so busy taking care of the multiplicity of claim files resulting from the upward trend that it has little time to devote to the curbing of the very element responsible for the multiplicity. So we take inventory and we discover that we have nothing to inventory. Realizing that, to be effective, safety work must be continuous and a definite responsibility of a capable person augmented by outside help, we then subscribe to a national safety organization in order to procure large, effective posters and possibly a plan or two of reimbursing the well deserving employees who have been careful enough to avoid accidents.

The next review of accidents finds the curve still inclined toward "up".

Several months pass during which time the curve snakes itself across the sheet in an up and down trend, levelling off at the end of twelve months with the same general condition found during the prior year. It is time now to roll up our sleeves. We decide that our set definite objective is concentrated upon a downward curve and we call upon our chief engineer, literally appointing him Safety Engineer.

Our chief engineer acts as our inspector in the same manner that a state factory inspector is charged with the responsibility of enforcing state safety laws and the insurance inspector is employed to give safety advice as to accident prevention. A large part of the responsibilities of our accident prevention campaign have been assigned to him and with his keen observation of what is going on around him, he is generally able to arrive at intelligent conclusions.

His periodical reports include surveys of all elevators. Interlocking devices are promptly installed wherever necessary on every door of every elevator shaft of every branch in every



Plant of the Booth Fisheries Corp. at Warroad, Minn.
E. R. Eisenrich is Manager.

part of the country. The wheels of warehouse trucks are equipped with rubber tires not only to facilitate easier handling of the truck but because of the saving of wear and tear on concrete floors which, in itself, must tend to prevent accidents resulting from tripping. Consideration is given to the methods followed by employees in the performance of each duty and those likely to cause strains or injury are carefully revised.

His reports include the installation of guards on all buzz saws and band saws at every branch. Ice crushers and ice ma-

chines of various types are kept clean from oil and grit. "Kept clean" means good housekeeping in general. Good housekeeping means the special treatment of an ancient enemy, the board on the floor of a prominent gangway, its rusty nail challenging the first well-worn shoe sole.

A cold Winter day suggests the plight of a refrigerator laborer who could be forgotten while he is on the inside of a freezer at 5 P.M. with an inner knob or door handle out of commission, and so all such conditions are carefully inspected at regular intervals.

The next purchase of a new truck or automobile includes the automatic installation of a speed governor. The excellent record of this new truck prompts the installation of similar governors on all trucks.

The Personnel Department is instructed to employ no one who cannot pass a thorough physical examination. Personnel files are revised to provide for a complete and detailed record of the industrial and automobile accidents of every employee. Evidence of repeated carelessness results in replacement of the careless employee. Thus his successor and possibly his fellow employees are endowed with safety consciousness.

Insistent "safety first" activity is now beginning to reflect favorably upon the chart, but not favorably enough. It is now about time to get down to cases.

So a complete set of "safety first" records is set up including accurate mileage data for every truck and every driver, arranged in monthly reporting form, classified under the various branches of the organization. Likewise, the records concerning industrial accidents are elaborated upon.

A careful review of the more recent accidents results in adopting the plan of insisting upon definitely determining, before closing a case or an accident report file: first, that the insurance office of the company together with the Safety Engineer feels that the real cause of the accident has been discovered; second, that a method has been devised to avoid recurrence of such accident; and third, that the necessary changes have been made so that there is reasonable assurance that such an accident cannot happen again.

As the accident frequency chart showing a record of both industrial and automobile accidents levels off at a new low, we come to the conclusion that our safety drive is beginning to show results. Then our problem becomes one of sustaining interest and here is the most difficult of all the problems. Carefully planned contests, letters, meetings, and above all, charts showing actual results will sustain the employees' interest. The premium savings to the corporation will soon prove that any investment in time and money has been well repaid both in actual cash saved, losses of time avoided and uninterrupted service to customers — to say nothing of the painful injuries prevented.

How a Restaurant Chain Buys Fish

By Helen Partridge, the Childs Company

THE popularity of seafood as a restaurant item has never waned. The largest restaurant chain in the country, known over the nation for its pancakes, griddle-cakes and butter-cakes, has been for a half century equally famous for its clam chowders and its oyster stews. Oysters have been for years one of the favorite dishes in Childs Restaurants. For example a 1913 menu lists eight different ways of serving oysters. There was Large Fry, Small Fry, Plain Fry and Plain Fry with Bacon. There was and still is an Oyster Sandwich. There were Box Stews and Boston Box Stews and in the last few months Childs has made its seafood luncheons and dinners a specialty.

The task of purchasing fish for Childs in its daily business of feeding 100,000 people in the New York City area, falls to Harry L. Emmons.

On a misty, moisty Wednesday morning in a month when oysters R in season, the writer, unequipped, alas! with rubber boots and oilskins, accompanied Mr. Emmons on his early morning trip to the Fulton Fish Market. South Street, wide, yet scarcely wide enough to accommodate the roaring truck traffic, was lined on one side with marine stores in which nets, ropes and nautical equipment was displayed. An occasional evangelical splash on the side of an old building such as "Jesus Loves Sinners" or "Prepare to Meet Thy God" brought to mind the thought of impending doom, a fisherman's doom more imminent in the days of less efficient boats, dependent upon a temperamental wind for sail. On the other side was the waterfront with the masts of ships startlingly clear and picturesque through the fog. Penetrating the roar of traffic were the deep-throated boat-whistles, in the sound of which is all the adventure in the world.

Picking our way by delivery trucks five-deep, over worn cobblestones running with streams of water, we were in the midst of frenzied activity. In the open market dimly lighted with single bulbs over stands which were allotted to certain dealers, were such quantities of fish as to be unbelievable. Fifty large-sized halibut lying side by side on a long planked table is a sight to a person accustomed to buying a slice at a time from a single fish in a retail store. Tons of flounder, barrels of scallops, gunny-sacks of oysters and clams, bluefish and cod were on display. There were yellow cans of fresh-packed flame-colored lobster meat from Canada on beds of crushed ice. There were kegs of frogs' legs from Louisiana. Mr. Emmons inspected piles of codfish and flounder, asked questions about the fish, about prices. He picked up bluefish and hefted weakfish, whitefish and butterfish. He sorted over shrimp. He walked out on a long wet dock and watched the fishermen unloading slippery cod into baskets to be carried inside.

With Mr. Emmons in possession of the day's quotations, we gave a backward glance at Fulton Fish Market, noting swiftly



Harry L. Emmons, fish purchasing agent for the 54 Childs restaurants in New York City and vicinity.

that a large proportion of the fish dealers had names suggesting a New England ancestry like Ellsworth, Sprague and Lockwood.

We stopped at First Avenue and 28th Street, at the market of Harold E. Hamblen, one of the largest fish dealers in the city, where every Wednesday afternoon, Mr. Emmons buys for the Childs restaurants. During the course of a year he leaves orders for 30,000 pounds of bluefish, 65,000 pounds of flounders, 72,000 pounds of halibut, 83,000 pounds of mackerel. He leaves weekly orders when they are in season for 1,700 pounds of scallops, 56,000 clams for chowder and 42,000 oysters.

Harold Hamblen's family have been in the fish business for 300 years. The original Hamblen came to Barnstable in 1639, settled there and began to fish. He fished for cod and mackerel. His sons and grandsons also fished for cod and mackerel, but they salted it, carried it to the West Indies and traded it for rum and tobacco. Grandfather Hamblen went into the wholesale fish

business in Boston, and Charles Hamblen came to New Jersey and entered the wholesale fish and oyster business. Harold Hamblen, his son, began at an early age to fish, sail and swim on the fishing grounds of his fathers—Wellfleet Bay in Massachusetts. He was brought up with a salty smell in his nostrils and the look of a wide and open sea in his eyes. And it was the most natural thing in the world for him when he became grown-up, to enter the fish business with vigor and knowledge.

He started a retail market uptown. The question of distribution, he thought, was an important one. He began supplying hospitals and developed an expert delivery service. After twenty years he now supplies most of the hospitals, many of the chain restaurants, among which Childs is his most important customer.

Once fishing off the Virginia coast Mr. Hamblen met two natives "born and bred" in an oyster room. He brought them up from Chincoteague, Virginia, and they are now employed in his fish-market, working with gunny-sacks full of oysters. Employed in his fish-market, too, is a Down-Easter by the name of Fred Hall, who is a champion at turning soles into fillets. He works faster and longer and more accurately than any other workman Hamblen has ever seen and he makes an astounding salary. It takes two people to follow his accurate knife-flip to remove the skin.

Mr. Emmons, after making his purchases for Childs, leaves the job to Mr. Hamblen who cleans, services and delivers the fish to each of the Childs restaurants. He makes three deliveries a day, the first at seven in the morning, the other at the luncheon period and the third for dinner after two o'clock. The 54 Childs stores in Greater New York receive the fish and the chefs in each restaurant begin the preparation of the many tasty, popular seafood dishes.



Left to right: Capt. Anker Damgaard and son on the shrimp "Mary Anne" at St. Augustine, Fla.; T. L. Rogers, owner of the Homosassa Fish Co., Homosassa, Fla.; Harry H. Bell, flanked by his two sons, who run the Harry H. Bell & Sons Fish Co., Pass-a-grille, Fla.

Maryland Oystermen Enjoy Best Season in Five Years

By Edward Bowdoin

CRISFIELD oyster packers have had the best trade for Thanksgiving for five years. Oysters sold in the shell from 75c to \$1.50 a bushel. More oysters have been handled in Crisfield this season than for a number of years past. The prices for shucked oysters have been high, \$1.25 for standards and \$1.50 for selects. Oysters have been brought to Crisfield from the Sinepuxent, Chincoteague waters, and as far north as Connecticut, to be shucked to fill the holiday orders. About eighty large dredge boats sail out of Crisfield, Smith's Island, and Deals Island. Some boats made from \$400 to \$700 a week. The watermen out of Crisfield have had a good season. Old batteaus and schooners that have been laying in coves and creeks abandoned have been repaired and put in the oyster trade this season.

Oysters brought fifty cents and sixty cents a bushel in Cambridge, Md. Approximately thirty-five boats were engaged in dredging in the Choptank area. Prices have been excellent all through the month. Five hundred and twenty-five licenses were issued in Dorchester County.

Kent County's Maryland watermen in Piney Neck and Rock Hall started the oyster season with cheer and fond hopes. Over three hundred licenses have been issued. Local buyers are paying forty-five cents per bushel. It has been years since the oystermen have realized such good prices and fair catches, in this locality. The packing houses operated by Gilbert Ashley, Edw. Culley, and others have as many orders as they can fill.

The C. A. Loockerman Co. packed and shipped 14,000 pints of oysters one day, for Thanksgiving trade, besides the quarts and gallons. Their trucks have carried loads of 1,800 gallons for their Middle Western and Southern trade, in one trip.

J. T. Handy Co. Makes Addition to Plant

J. T. Handy Co. have purchased the large brick packing house of the Booth Fisheries Co., in the Hoptown section of Crisfield. With this addition the company has the largest packing house in Maryland and are the largest shippers in the State.

Vessels Under Construction

The N. E. Smith Railway in Crisfield has under construction a forty-five-foot raised deck cruiser for William T. Trimming of Philadelphia and a thirty-six-foot cabin cruiser for A. Todd of Buffalo, N. Y. Oscar T. Howard is building a forty-foot pleasure yacht for Reginald Cullen of Crisfield.

New Pier for Chesapeake Biological Laboratory

A necessary adjunct to the Chesapeake Biological Laboratory, Solomon's Island, Maryland, in the form of a large boat pier, is being constructed by the Works Progress Administration as part of an improvement project.

Not only will the new structure constitute virtually the only substantial public pier in the vicinity, rendering much needed service to Government, State and other vessels in these waters, but it will be available to the Laboratory for many types of experimental work. Typical of this will be its provision of space for housing current and tidal meters, U. S. Weather Bureau instruments and for work in pure science as well as problems relating to conservation of seafoods so vital to the economy of the State.

With the almost entire disappearance of steamboat, passenger and freight service in the many tributaries of the Chesapeake, wharf facilities have diminished and since the big storm of August, 1933, there have been few, if any, piers of a type suitable to render such service.

Measuring six feet in width and extending seven hundred feet out into "deep" water, the new pier is being built with native pine, cut on the stump and treated with creosote. The plans call for the construction of a pavilion approximately 18 feet square half way out and on the end a pier head about twenty feet square.



Capt. J. A. Hanson's shrimp boat "Sonny Boy" is powered with a 70 hp. Atlas Imperial Diesel and uses Texaco lubricants. This picture was taken at St. Augustine, Fla.



The "Pat Harrison," recently built for Mateo P. Pitolo of Biloxi, Miss., by Toche Bros., of Biloxi. The boat is 50 x 15 ft., and has Willard batteries.

On the Gulf of Mexico

Texas Centennial Boosts Fish Sales

INCREASED business as a direct result of the Texas Centennial Exposition, held in Dallas, is reported by fish companies in that city. "We have had very good business this year," writes the Dallas Fish & Oyster Co. "We think the Exposition helped increase our sales, especially with the hotels and cafes."

E. M. Dutton, proprietor of the Fulton Fish Market, 904 Main St., Dallas, reports that "this past Summer has been the best season in my line of business since 1929. I am glad to hear that we will have another fine Exposition in 1937, and am looking forward to another successful year."

Mississippi Oyster Reef Restrictions

The Mississippi Seafood Commission has passed an ordinance closing all the public oyster reefs of the state to the catching and taking of oysters by means of tongs, dredge or otherwise, except on certain reefs designated where the taking of oysters for raw use only in limited quantities will be permitted.

Mississippi Commission Opposed to Fish Traps

Voicing opposition to the proposed erection of a series of commercial fish traps in the waters of the Mississippi Sound, the Mississippi Seafood Commission last month adopted an ordinance prohibiting erection of any type of stationary traps or nets and provided for severe penalties for its violation.

"Pelican" Coming to New Orleans

The U. S. Bureau of Fisheries vessel *Pelican* has been at the Hathaway Machinery Company's wharf at Fairhaven, Mass., undergoing some changes. The contract calls for a specially designed Hathaway winch, driven electrically by a Fairbanks-Morse motor, the power for the motor being furnished by a 40 hp., 25 kw. model 36 Fairbanks-Morse generating unit. E. R. Kimball, sales engineer of the Boston office of Fairbanks, Morse & Co., made the sale. The *Pelican* will come to New Orleans to engage in research work in the shrimp industry as soon as these changes have been made.

Panama City Fishing Industry Filmed

Work began on November 26 on the remaining shots to be taken on the motion picture "Killer of the Seas," which is being filmed in Panama City for Grand National Pictures.

The picture is based on a story written especially for Wallace Caswell, local man, who has spent most of his life in hunting down and killing sharks and other killers of the sea with only a knife as his armament for the job. Most of Caswell's work has been finished and most of the scenes yet to be taken will consist of scenes of the fishing industry around Panama City.



The "G-Man", new 47-ft. shrimp boat owned by Capt. John Santos, of St. Augustine, Fla. Powered by a 6-cyl., 100 hp. Superior Diesel with 2:1 reduction gear.



Seidl Fisheries, Marinette, Wis. Lovig's "Fisherman's Friend" rubber clothing, manufactured at this port, is standard equipment for crews.

The Great Lakes

By A. J. Blume

JOSEPH Bossler, veteran commercial fisherman of Port Washington, has organized a new fishing concern with his sons, Carl and Fred, under the firm name of Joseph Bossler Co. They have purchased the *Helen*, a 40-ft. fishing tug powered with a 34 hp. crude oil Kahlenberg engine, from Good-lander & Johnson of Washington Island, and will start operations about Dec. 20 with the opening of the trout season in Lake Michigan.

Trout Season Opens

Marquette's commercial fishermen on November 8 brought in the first catches of fish since the one-month closing of trout fishing during spawning season. Light catches of herring and trout were reported. Immediately upon the opening of trout season, a 26-day closed season on whitefish began.

The herring run has just started, but in another week heavy catches of the silvery fish are expected when they begin to school, preparatory to the spawning season. One fisherman reported a catch of about 300 lbs. of Menominees or "pilot fish," forerunners of the herring run.

This is the fourth year that the Great Lakes have been closed to commercial fishing during the spawning season. Previously fishing was permitted, with federal workers stripping the fish of spawn and sending it to Duluth, Minn., to be hatched. The fry, of about one inch, were returned and planted in the lake in the Spring.

Engaged in Herring Fishing

The fish tug *Favorite* of the T. and T. Fish Company fleet has gone to Skanee, Mich., in Huron Bay for herring fishing, and reports an initial catch of one and one-half tons.

Herring are reported to have deserted the fishing waters of Grand Marais, Mich., entirely during the last two years.

Aerial Patrol Effective for Great Lakes

The steady drone of an airplane propeller is putting the fear of the law into poachers who sneak forth during closed seasons on the Great Lakes for an illegal catch of lake trout or whitefish.

Conservation authorities here say that the aerial patrol of commercial fishing grounds has proved one of the most effective instruments of law enforcement yet tried.

Fishermen Flock to Free Gasoline

The tanker *J. Oswald Boyd* and its \$180,000 cargo of gasoline was abandoned on November 11 to the waves and the underwriters, while commercial fishermen swarmed over the wreck to lay in supplies of gasoline.

New Boat in Operation

A new fishing boat has been in operation this Fall at Oconto, Wisconsin. Her name is *Mercury*, and she is an all welded steel boat, built by the Burger Boat Co. of Manitowoc, Wis., and equipped with a Kahlenberg Diesel engine.

New Brunswick Fishermen Still Talk of Remarkable Pollock Season

By C. A. Dixon

CESSATION of pollock fishing activities in the Quoddy River section of Southern New Brunswick came suddenly but not unexpectedly the middle of November, bringing to an end one of the most remarkable seasons ever experienced, in regard to continuous fishing from early in May until the 16th of November, a season fully three weeks longer than the normal seasons of many years past, with the exception of last year, when a few fish were caught in the month referred to. Sales of the dried product have been fairly satisfactory throughout the year and considerable quantities of slack salted pollock have been marketed in the New England States. Those of the heavy salted variety have been largely marketed in Nova Scotia during the Summer and early Fall months. Prices ranged from \$2.50 to as high as \$2.75 a quintal from first hands, the former quoted price being that paid during November. While the total catch for the year was not to be compared to that of banner years gone by, individual landings by some fishermen exceeded those made by high liners of long ago, it is said.

Lobstermen Hampered by Windy Weather

Blowzy weather somewhat hampered the lobster fishermen of Southern New Brunswick the first few days of the Fall season, which opened November 15. At Grand Manan, the chief fishing district of that section of the province, about 20,000 traps were set the first day, this being less than half the number in readiness to be placed in the waters around the island, chiefly at Long Pond Bay. The first haul netted the fishermen a total catch of 35,000 lobsters, in count, which brought them \$10,500, at thirty cents each.

Among those purchasing lobsters from the fishermen are Capt. George Simpson and Mariner Thompson of Fairhaven in the motor-sloop *Oriola*, and Capt. Heber McNeill of Chocolate Cove, the former purchasing the shellfish for the R. J. Conley Co., Ltd., St. Andrews, and the latter for B. H. Wilson Fisheries, Eastport.

Gordon McNeill of Chocolate Cove, storekeeper and fish dealer, is now purchasing live lobsters from local fishermen in the Deer Island district. Lobsters are scarce at the time of writing, and Mr. McNeill is paying 24 cents a pound for the shellfish from first hands. This is the highest price paid for lobsters in this district for some time and the indications are that still higher prices will prevail in December.

New Shook Introduced

Of interest to those engaged in the smoked herring industry is the announcement that a new shook is on the market for the making of boxes to be used for the packaging of "Digby Chicks," (small sized smoked herring). The box is made of shooks nicely planed. It is slightly shorter and wider than the old type and this modern container will doubtless add to the sales of the product. The shooks are made by Bartlett Mills, Waweig, Charlotte County, N. B.

Packing Clams

W. S. Wentworth, who owns and operates a canning plant at Fairhaven, Deer Island, is engaged in packing clams for H. W. Welch, Ltd., in addition to other items which are popular with the trade. Mr. Wentworth's quality goods command a ready sale in domestic and foreign markets, and he expects to be in a position to purchase increased supplies of raw material from local fishermen as time goes on.

Putting up Boneless Dried Pollock

Vanstone Tewksbury, general merchant and dealer in various kinds of cured and packaged fish at Leonardville, N. B., is at present putting up boneless cut dried pollock for the trade. Mr. Tewksbury has sold considerable quantities of slack-salted pollock this Fall to New England concerns.

Lunenburg Fishing Operations Handicapped by High Seas

By H. R. Arenburg

PRACTICALLY all of the schooners of Lunenburg's fishing fleet are now engaged in the fresh fishing industry, sailing out of the ports of Lunenburg, Halifax and Lockeport. During the past month their operations have been greatly handicapped due to the rough and stormy weather, and up to the present time the catches landed have been very small. The winds have been so high and the sea so rough that there has been very little opportunity to fish.

Additions to Scallop Fleet

Several more boats will be added to the already large Digby scallop fleet by Fundy fishermen. John Brothers, Delap's Cove fisherman, has a new boat for this industry which is ready for launching, and two boats being built for Port Wade fishermen are nearing completion as is a boat being built for Mr. White of Young's Cove. The old ferry boat *Colonel Ralston* is being built over into a scalloper by Mr. Hudson of Parker's Cove. At Victoria Beach, Roy Casey, who purchased a small fishing schooner from Lunenburg, expects to have his boat ready to take part in this season's operations. Vincent Peters of Hillsburn has repaired and reconditioned the *Shamrock* and is now ready to start operating.

Undergoing Repairs

Tern schooner *E. P. Theriault*, after undergoing repairs on the marine railway, was towed to Bridgewater by the tug *Marjory V.*, Captain Thomas Naas.

The Newfoundland schooner *Palitana* arrived at Lunenburg to go on the marine railway for repairs. The *Palitana* is a former Lunenburg fishing schooner and before her sale to Newfoundland was commanded by Captain Frank Meisner.

Salt Fish Deliveries

The fish from the Summer salt fishing trip are now being delivered to the fish merchants. The Fall has been so wet that the fish curers have had great difficulty in preparing these fish for the market and the continuance of the damp weather is holding back these deliveries.

Digby County Activities

By J. J. Wallis

BAD weather has seriously interfered with the operations of the Digby scallop fleet, but on Saturday the 7th of November they made one of the biggest hauls in the history of the fleet. Between 400 and 500 barrels were taken and the boats returned to port well laden down. But for the next two weeks the fleet remained almost idle on account of weather conditions, although once in a while a boat or two would venture out to make a drag.

Lobster Season Opens

There has been considerable activity all along the Digby County shore in preparing for the lobster season which opened December 1st. More boats than ever will be engaged this season.

Pollock Fishing Exceptionally Good

Pollock fishing has been exceptionally good in the lower part of the Bay of Fundy this season, both on the New Brunswick and Nova Scotia shores, but the prices are low, slack salted pollock being quoted at but \$2.50 per quintal. The American market absorbs most of this fish, although considerable is shipped to the West Indies. The Canadian public has not yet learned that pollock is one of the best of food fishes, and so the demand locally is limited.

Maine

Construction of New Boats Indicates Increasing Prosperity

By Alfred Elden

FRED O. GILBERT, lobster dealer of Pemaquid Beach, Maine, has sold his 46 ft. boat *Pemaquid* to Willard-Daggett Co. of Portland, and has another under construction at Gamage's Ship Yard, South Bristol. This new boat will be built on similar lines, 50 ft. long, 14 ft. wide, and will be powered with an oil engine. She is to be named *Pemaquid II*. Mr. Gilbert will use her in his lobster business next Spring, conveying lobsters from Nova Scotia, and will use her for a ferry between Pemaquid and Boothbay next Summer.

Warner Building New 42 ft. Boat

Capt. Bob Carlson, of Kittery Point, Me., is having a new 42 x 12 ft. boat built at the B. F. Warner yard, Kennebunkport, Me. Capt. Carlson plans on naming her the *Joyce and Evelyn*, and will install a 30 hp. medium duty Palmer engine, 1½ in. Tobin bronze shaft, and Willard storage batteries. The launching is scheduled for January.

Portland Yacht Service Now Building Boats

The Portland Yacht Service, Portland, Me., is now building boats in addition to its servicing and storage business. A new shed has been erected and work started on a 40 ft. sport tuna fisherman for a New York party, to be powered by a 350 hp. Scripps. Henry Hinckley, boat builder at Manset, is supervising the work in addition to continuing business at his present location. Herbert Payson, Jr., has resigned from his executive position in the Portland Yacht Service.

New Boat Under Construction

Harvard R. Beals of South West Harbor is having a new 45 ft. boat built by Chester Clements of the same town.

Sargent, Lord & Co., Enlarge Quarters

Sargent, Lord & Co., well known machinists and marine supply dealers of Portland, have remodelled their store and constructed a new office on the second floor to accommodate their greatly increased business.

Engine Installed in "Richard J. Nunan"

Installation of a 4-cylinder, 120 hp. Cooper-Bessemer Diesel in the *Richard J. Nunan*, Capt. Fred Bickford, has been completed by Smith & Langmaid of Portland. The *Nunan* has an Exide battery.

To Install Red Wing

R. F. Googins of Scarboro, Me., has bought an 18-24 hp. Red Wing motor for his 30 ft. Hampton boat from Smith & Langmaid of Portland. This replaces a Red Wing which has been in constant service for eight years.

Portland Fish Co. Plant Burned

Fire damaged the plant of the Portland Fish Company causing a loss which George Ratcliffe, owner and manager, estimated at \$200,000. There was a large amount of fish, probably



The "Maurice G. Davis", just purchased by the Portland Fish Co., Portland, Me. Powered by a 45 hp. Palmer engine.

1,000,000 pounds of frozen and 1,000 gallons of scallops in the refrigeration plant. It was estimated that it would cost \$20,000 to rebuild the burned part of the plant and another \$20,000 to repair the freezing plant. Parts were rushed for this work from Chicago by air.

"Maurice Davis" Replaces "Hortense"

To replace the gill-netter *Hortense* which sank off Thacher's Island, the Portland Fish Co. has bought the 60-foot seiner *Maurice Davis* from the Port Clyde Cold Storage Co. of Port Clyde. She has been running herring to Yarmouth all Summer. Capt. Leroy E. Curtis, skipper of the ill-fated *Hortense*, will serve as captain. She can carry 40,000 pounds of iced fish and from 50,000 to 60,000 without ice.

Lobsters Bringing Record Prices

Something has happened in the Quoddy district even though the "Plan" temporarily has fizzled. Hundreds of lobster traps are out and the catches are bringing the record price to the fishermen of 30 cents a pound, something that has not happened since the World War. What has caused this jump? Canada is still sending unlimited quantities to the Boston and New York markets but it seems not to affect the demand for Maine lobsters. Maybe it is a better economic situation. Anyway, the lobstermen are making money. Four years ago at this season prices had dropped to 10 and 12 cents a pound.

Twenty Pound Lobster

Captain John Coffin of Port Clyde claims the largest lobster record for 1936. He brought up on his trawl a 20-pounder in good condition. It is being mounted and will be on display at the offices of Sea & Shore Fisheries Commissioner Rodney E. Feyler.

Lobster Seed Placed in Pound

Commissioner Rodney E. Feyler has had placed in the U. S. government pound at Pemaquid 5,000 pounds of seed lobsters. They will be maintained until Spring and then utilized in the hatching and rearing activity at the federal hatchery at Boothbay Harbor. This is an important step in the rehabilitation of Maine's great lobster industry, which has fallen from 19,000,000 pounds in 1914 to less than 5,000,000 in 1935.

Preparing for Shrimp Fishing

Three New Harbor men are preparing to fish for shrimps and several inquiries have been received by Rufus H. Stone, executive director of the Fishermen's Relief Corporation, as to the type of nets to use. One of the nets designed by Dr. Johan Hjort of Norway has been sent to Gloucester for copying by net makers.

Fish Products Exhibited

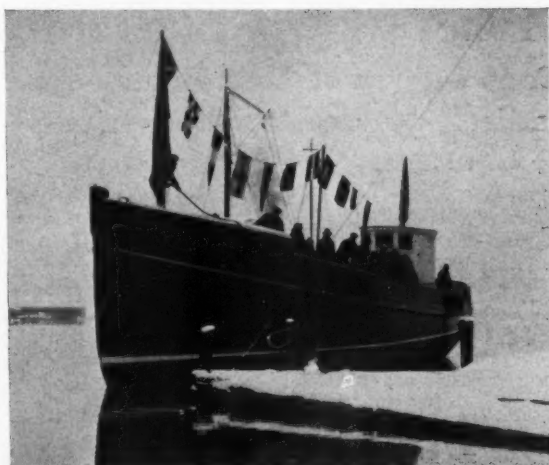
At the recent Portland Food Fair, sponsored by the Portland Independent Retail Grocers & Food Dealers Association, the Ramsdell Packing Co. of Rockland and Portland exhibited Katz Food as a feature item. "Pennant" and "Stag Brand" sardines were also shown. Burnham & Morrill of Portland included in its extensive display of canned food products samples of its line of canned clams, lobster meat, shore dinners and clam chowder.



Linen Thread nets, and wharf owned by James Reily of New Harbor, Me.



Left: Miss Barbara McEwen with Miss Avelina Pereira who sponsored the "Rio Douro".



Right: The flag-draped "Rio Douro" just after her maiden dip.

"Rio Douro" Launched at Thomaston Under Guidance of Two Sponsors

By Gardner Lamson

THE graceful 96-ft. dragger *Rio Douro*, built for Capt. Albino M. Pereira of Gloucester by the Morse Boatbuilding Corporation of Thomaston, Me., was launched November 29, with Miss Avelina Pereira acting as sponsor, assisted by Miss Barbara McEwen. No bottle of champagne ever crashed in a more determined send-off to success.

A light fall of snow contributed to the beauty of the setting for the ceremony.

The launching was perfect, the *Rio Douro* sliding down the ways easily, to ride serenely on the water. The vessel's name is that of a river in Portugal, "river of gold," near the birthplace of Capt. Pereira. As she floated out into midstream, Capt. Pereira expressed complete satisfaction that she would prove worthy of her name.

Among the local delegation who were in attendance was Rodney E. Feyler, Commissioner of Sea and Shore Fisheries of Maine.

A large number of out-of-town guests were present at the ceremony and at the banquet which followed.

It was agreed that the *Rio Douro* was one of the trimmest and most beautifully lined boats to take the water this year, and everyone joined in the wish that she would always sail the sea of prosperity.

Details of the *Rio Douro's* equipment and supplies were published on page 14 of our November issue.

Gloucester Netters Doing Well

The mackerel netters in Gloucester have been do-

ing very well, and during the last week in November were receiving 10 cents a pound for the fish.

The following boats operated by the Producers Fish Co. have been bringing in mackerel: *Emma Marie*, *Antonina*, *Madam X*, *Antonio*, *Novo Antonio*, *Rose Marie*.

"Catherine Burke" on Long Trip

Due to the high prices of groundfish at Boston these days, Gorton-Pew Fisheries is to send a vessel, sch. *Catherine Burke*, in command of Capt. Donald A. MacCuish, of Gloucester, to Rose Blanche, Newfoundland, to remain until they have filleted a large amount of cod, and salted down nearly as much. They will be all of four months away from home.

The *Burke* will fillet all but the large cod, which will be salted. She will ship the fillets home via the refrigeration steamer from Port aux Basques to North Sydney, Nova Scotia, and thence by refrigeration cars here. The General Sea Foods Corporation of Boston is in with the Gorton-Pew on the venture and will have a part of the trip.

Frank E. Davis

Frank E. Davis, 85, former mayor of Gloucester and founder of the mail order fish business, died on November 15. Davis, who also served as councilman and alderman, founded the Frank E. Davis Fish Company in 1885. This was the first company in the country to deal in the shipment of fish by mail.

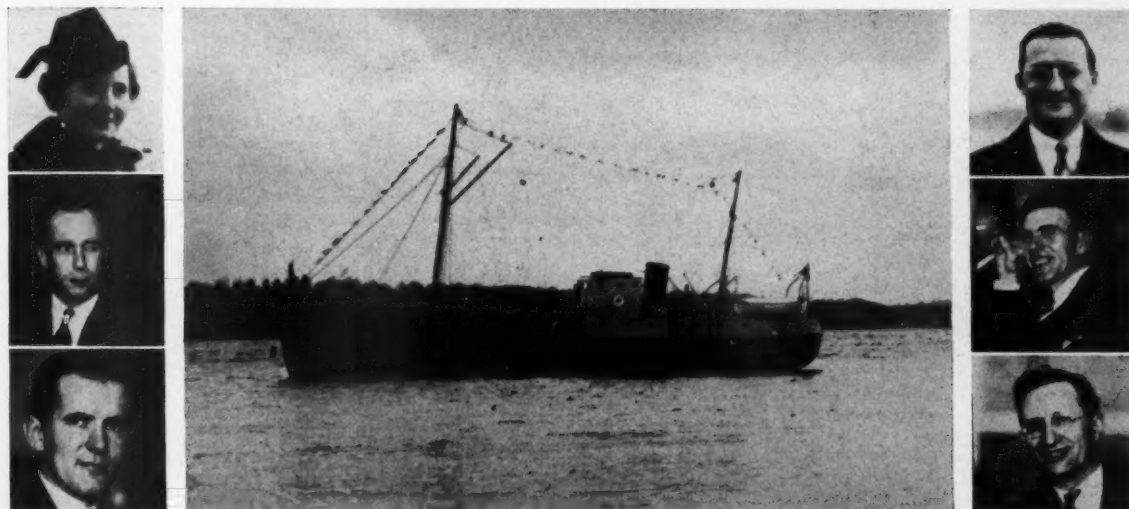
Boats Have New Skippers

Schooner *Cape Ann* is to have Captain Joseph Leavitt as her skipper this Winter, which should mean that the vessel will have more than one good trip of fish at Boston Fish Pier.

Sch. *Ruth and Margaret* will be commanded by Capt. Norman Smith, who, during the Winter months, engaged in dory trawling haddocking. Capt. Mike Clark, another winner, is to take sch. *Raymonde* until next January, when she will resume halibuting under command of Capt. Carl C. Olsen.



Left to right: Manuel Mattos; Capt. David Lopes, Gloucester; William F. Nee, Essomarine representative; Everett R. Jodrey, R. J. Ederer Co., Gloucester; Capt. Albino M. Pereira, owner and skipper of the "Rio Douro"; Walter Souza, Cooper-Bessemer Corp., Gloucester; Lawrence C. McEwen, Cooper-Bessemer District Manager; J. L. Alphen, General Seafoods Corp., Boston; Frank Lopes, Gloucester; R. B. Bedford, Jr., Standard Oil Co., N. J., Essomarine distributors. On the "Rio Douro."



Left panel: Mrs. Irving Usen, sponsor of the "Arlington"; V. O. Harkness, Fairbanks-Morse & Co.; Capt. Magnus Magnusson, of the "Hekla". Center: the "Arlington" in mid-stream just after launching. Right panel: Irving Usen, owner; Capt. Christian Christiansson who will command the trawler; Edmund L. Dunn, President, New England Fish Exchange.

"Arlington" Launched at Bath To be Duplicated in "Winchester"

By Gardner Lamson

ANOTHER modern steel trawler, the sixth to be launched this year, went down the ways in an inspiring launching ceremony at the Bath Iron Works, Bath, Me., when the *Arlington*, built for Irving Usen of the Irving Usen Co., Boston, took her maiden dip November 28, under the sponsorship of Mrs. Irving Usen, whose christening act was superbly executed.

Two special Pullmans, filled to capacity with guests, made the round trip from Boston to Bath. On this memorable trip the perfect hostess was revealed in the person of Miss Miriam Rosen, of the Irving Usen Co.

The party was met at the Bath station by officials of the Bath Iron Works: W. S. Newell, A. M. Main, and L. E. Thebeau.

Among the guests present were Mr. and Mrs. Irving Usen, Miss Miriam Rosen, Mr. and Mrs. John R. O'Donnell of O'Donnell Fisheries, Inc.; Capt. Christian Christiansson, who will command the *Arlington*, and Mrs. Christiansson; Clifford Brine, the *Arlington's* engineer, and Mrs. Brine; Lawrence Rosen, marine superintendent; Peter MacLean, shore engineer; Bernard Fenn and Manuel Leo, also of the Irving Usen Co.; Edmund L. Dunn, President of the New England Fish Exchange; H. F. Robinson, manager of the Boston branch of the Booth Fisheries Corp.; Fred Grant of Charles F. Matlage & Sons Co., Gloucester; Dr. Goulart Costa, Consul for Portugal; Capt. Magnus Magnusson of the *Hekla*; Mr. and Mrs. Nelson Harrington, and Mr. and Mrs. David Hahn, of the J. A. Rich Co.; Mr. and Mrs. Isidore Bromfield, of the Bromfield Manufacturing Co.; Mr. and Mrs. V. O. Harkness, G. C. Humphreys and N. F. Shipley

of Fairbanks, Morse & Co.; R. W. Symonds, Diehl Manufacturing Co.; H. V. Ingersoll and C. K. Johnson, The Electric Storage Battery Co.; Mr. and Mrs. S. H. French, Whitehead Metal Products Co., distributors of Monel Metal products; Roderick L. Morey, Commonwealth Ship Supply Co.; Eugene Fitzpatrick, Fish Pier Oil Supply Co.; Mr. and Mrs. Watkins, American Bureau of Shipping.

The *Arlington* is 126 ft. long, with a beam of 28½ ft. Her equipment has been fully described in previous issues of the ATLANTIC FISHERMAN. As announced elsewhere in this issue, Mr. Usen has already placed a contract with the Bath Iron Works for a duplicate of the *Arlington*, which will be named the *Winchester*.

After the launching of the *Arlington*, a banquet concluded the day's activities at Bath, and now those who were there are looking forward to the time when this good ship will be joined by her sister ship.

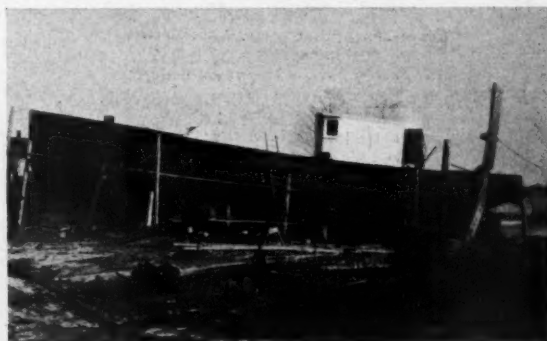
Capt. Parisi's New Boat Launched from Story Yard

A FINE new schooner, the *Marie and Katherine*, was launched December 1 from the yard of Jacob Story, Essex, Mass., for Capt. Santi Parisi of Gloucester and his three sons, Percy, Christopher and Joseph. Mrs. Joseph Parisi acted as sponsor.

The *Marie and Katherine* is a new model designed by Jacob Story, and is 65 ft. long, 16 ft. beam, with a depth of hold of 7 ft. 6 in. The keel and frame are of oak; the deck is of white pine and Oregon fir.

Installation of the equipment is now proceeding. The main engine is a 100 hp. Wolverine Diesel, which will turn a Columbian propeller on a Monel Metal shaft. Other equipment includes Russell pumps, Marine Household range, and Henderson & Johnson paint.

Captain Christopher Parisi will command the vessel as soon as she is ready for fishing service.



The "Marie and Katherine" on the ways prior to the launching.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

*Edison Storage Battery Co., W. Orange, N. J.

*"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

*Willard Storage Battery Co., Cleveland, Ohio

BOOKS

Kennedy Bros., Inc., 205 E. 42nd St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

National Can Co., 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.

Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass.

Wall Rope Works, 48 South St., New York.

Whitlock Cordage Co., 46 South St., New York, N. Y.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Boliders Co., 33 Rector St., New York, N. Y.

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

American Locomotive Co., Diesel Engine Division, Auburn, N. Y.

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Boliders Co., 33 Rector St., New York, N. Y.

Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.

*The Buda Co., Harvey, Ill.

Cooper-Bessemer Corp., Mount Vernon, O.

Electric Boat Co., Groton, Conn.

Fairbanks, Morse & Co., Chicago, Ill.

The National-Superior Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

*"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HOOFS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

"Pflueger Bulldog Brand": Commonwealth Ship Supply Co., 243 Northern Ave., Boston, Mass.

ICE BREAKERS

"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

KNIVES

Oyster, Clam and Mackerel Robert Murphy's Sons Co., Ayer, Mass.

MACHINERY, Marine

*Hathaway Machinery Co., New Bedford, Mass.

MARINE HARDWARE, LAMPS and SPECIALTIES

Perkins Marine Lamp & Hardware Corp., 1950 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET ANCHORS

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

NET PRESERVATIVES

Cuprinol Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Easomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Gargoyle DTE Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas;

Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

OILED AND RUBBER CLOTHING

D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

M. L. Snyder & Son, Third above Arch, Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonsen, Ltd., Gloucester, Mass.

PROPELLERS

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER SHAFTS

*"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REFRIGERATORS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.

Peterson Boat Works, Sturgeon Bay, Wis.

Reed-Cook Construction Co., Boothbay Harbor, Maine.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

*Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

Vineyard Scallop Fishing Takes Lead This Month

By J. C. Allen

AND now, December, and a long look ahead to determine what the next year will bring. Any man who can dope it out twenty-five percent right wins the cast-iron life-belt.

Nobody has a kick to make about the fish, scarcity or location. There are fish waiting to be caught and most every craft that has been able to get on the bearings has taken its share up to and until the wind and weather drove 'em to hell out of it.

Dogfish

The first part of the month was marked by a run of dogfish that raised the devil like nobody's business. Every time a lad let his drag run, the critters filled it like lobbyists at a convention and split the works as wide open as a coastwise port in the whaling days. Then the poor, unfortunate cusses would heave in and make a berth to wind'ard of looward and try it all over again with probably the same results.

But the dogfish got driven out after a spell. They can't stand cold weather any better than a trailer tourist and they headed for sea. After that the wind breezed, and the Wheelhouse Loafer who pilots this column is here to inform the world that it really breezed.

It blew from every quarter of the compass, and from as many as three directions all at once. It was not that it blew so doggoned hard, although it snapped kinks out of men's beards and straightened the links in the bob-stays here and there. But it was a vicious breeze, that knocked things down and rolled 'em around, and it was cold and lousy in the extreme.

More Cod and Haddock than Usual

The usual run of winter fish seemed to be on the grounds according to custom and practice, and there have been more than the usual amount of haddock and cod taken. This is the first season, counting Springs and Falls, for about three years, that the boys have been able to do anything with their hand-lines on hard bottom and they would have done much better if the sea had allowed them to lay at anchor more than a couple of hours at a time.

Sea Scallopers Doing Nicely

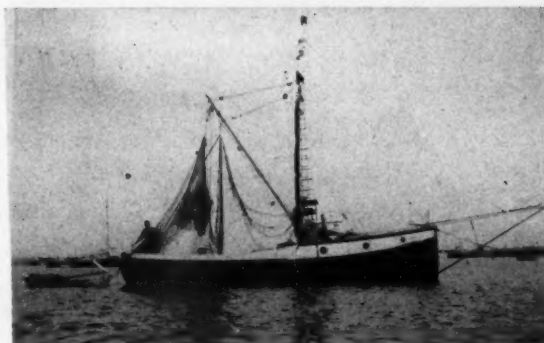
The heavy sugar being made in these latitudes is being garnered by the sea-scallopers as usual and from the way things stack up, they are going to grab off even more of the nation's wealth, and more power to 'em!

If the reports are straight that the down-Easterns are beginning to feed the whole Dominion with sea-scallops and shorten up on their exports to this side of the line, that spells a jump in price as sure as God ever made little apples. One breeze the week of the 20th, that kept our fleet in port, shot the price up from fifty to sixty cents a gallon, and dealers wigwagged Halifax for help but they couldn't offer a thing.

Bay Scallop Season Under Way

The bay scallop season may be said to be under way as this report is penned, some of the beds having been opened and fished out, some newly opened and still others waiting for the starting-gun. The run, so far, has been divided much as usual, as to culls. Not as many peanuts as there are sometimes, rather more mediums and no extra large jumbos as yet. But the tale told at the market caplogs reveals the windup of the heavy returns from this industry just as certainly as ever a gurry-sore busted at the last dance.

Sea-scallops are taking the center of the picture and bay scallops move slow. There is no such thing as their being refused, or of stopping the fishing altogether, and probably never will be. But those days when a gallon of bay scallops brought a ten dollar bill net are gone just as surely as top-schooners in the banks fleet. The public taste has been educated to seas, and seas are the word, twelve months in the year.



"Carlton S.", owned by Capt. Albert S. Hayes, Block Island, R. I., and equipped with Hyde propeller and Edison batteries.

Block Island's First Party Fisherman Leaves for Southern Waters

By C. H. Lewis

CAPT. MELVIN ROSE of the *Lillian D.* and Capt. Eugene Bell of the *Lancer* left on the 12th of November to begin the 1,400 mile cruise along the inland waterway to Miami, where they will engage in party fishing during the Winter months, returning in the Spring. This is the first time an Island party fisherman has gone South for that purpose.

Capt. Rose has followed the water for twenty-seven years and is one of the best known guide fishermen. Capt. Bell, owner of the 28-foot *Lancer*, hails from New York but has been here so long he says he is "of Block Island." The boat has a 73 hp. Chrysler high speed Ace marine engine.

Another Boat Added to Fleet

Capt. Earl Barrows arrived in the Old Harbor recently with the power boat *Two Sisters*, which he had purchased from Ernest J. Dean, in Menemsha, Mass. The *Two Sisters*, which was built in Mystic, is 30 ft. long and has a 30 hp. Lathrop engine.

General Repairs

Several boats have been away for overhauling and repairs. Among them were the auxiliary schooner *Annie L.*, Capt. Rufus Willis, to the Newport shipyard; the *Evelyn W.*, Capt. Wilbur Dodge; the *Harold C.*, Capt. "Speed" Dodge; the *Carlton S.*, Capt. Albert Hayes; and the auxiliary schooner *Arrabelle*, Capt. Lorne Dunn, all to Mystic.

Gales Hamper Island Fleet

Frequent westerly gales have kept the Block Island fleet bottled up in the harbors many days of this month and several large draggers have sought shelter here while waiting for calmer weather. Boats from Boston, Noank, New York and Philadelphia were among the visitors.

Some of the local boats have rigged up for dragging but report the best fishing is, as yet, quite a distance offshore. The *Robert E.* of New York was in the Old Harbor with 25 barrels of dabs, the result of one day's fishing. The skipper reported fish as being about four hours southeast of the Island.

Cod and Mackerel

Codfishing has been the principal activity of the month, and the boats thus engaged have all done well. Several hundred barrels have been shipped.

The auxiliary schooner *Aunt Edie*, Capt. C. W. Rose, has taken several loads of live cod to New London for peddling.

Mackerel appeared the first of the month and several boats were drailing, many of them getting up to 200 pounds per boat. They sold in New York for ten cents, this being quite a contrast to the prices early in the Summer, when many of them were sold locally for lobster bait. Some of the fishermen tried netting them from the beach but had little success.

Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in the column below. Other companies are listed directly under the items.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 1, 6, 8, 10, 13

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

Nos.: 7, 12

CLAMS:Nos.: 3, 4, 5, 9, 11, 17
Canned: 5, 16**COD:**Nos.: 3, 5
Fillets: 3, 5.
Canned: 5
Salted: 3, 5, 16
Smoked: 3, 5, 16
Cod-Liver Oil: 5, 16**CRABS and CRABMEAT:**Nos.: 4, 5, 8, 9, 11, 12, 14, 17
Canned: 16**CROAKERS:**Nos.: 2, 6, 10
Fillets: 10
Dressed: 10**CUSK:**Nos.: 3, 5
Fillets: 3, 5
Salted: 5**DRUM (Red Drum):**

No.: 1

EELS:

No.: 4

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 7, 8, 11, 12, 13, 15

GRAY TROUT:No.: 10
Dressed: 10
Fillets: 10**GROUPERS:**Nos.: 1, 8, 11
Fresh Fillets and Steaks: 8**HADDOCK:**Nos.: 3, 5, 11
Fillets: 3, 5, 11
Salted: 5
Smoked: 3, 5, 16**HAKE:**Nos.: 3, 5, 6
Fillets: 3, 5, 6
Salted: 16
Smoked: 3, 5

1—Sea Products, Inc., Box 777, Clearwater, Fla.

2—Palmetto Fish & Oyster Co., 831 Lady St., Columbia, S. C.

3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.

4—E. A. Hitchings & Co., Norfolk, Va.

5—Portland Fish Co., Portland, Me.

6—Isaac Fass, Inc., Portsmouth, Va.

7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.

8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.

9—W. E. Horner, Jr., Parkertown, N. J.

10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.

11—Star Fish & Oyster Co., Mobile, Ala.

12—Reuther's Sea Food Co., Box 773, New Orleans, La.

13—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.

14—Kuluz Bros. Packing Co., 1434 E. Beach St., Biloxi, Miss.

15—Capt. Tom's Fish Mart, Miami, Fla.

16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.

17—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.

18—Biloxi Canning & Packing Co., P.O. Box 177, Biloxi, Miss.

HALIBUT:

No.: 7

HERRING, SEA:No.: 3
Salted: 16
Smoked: 3, 5, 16**KINGFISH or "KING MACKEREL":**Nos.: 1, 2, 8, 10, 13, 15
Canned: 1**LOBSTERS:**No.: 3
Canned: 16**LOBSTERS (Southern Crayfish):**

Nos.: 8, 11, 12, 13, 15

MACKEREL:Nos.: 3, 5
Salted: 1, 3, 5, 16
Smoked: 3, 5
Canned: 1, 5, 16**MULLET:**Nos.: 1, 2, 6, 8, 11, 13, 15
Salted: 1, 6, 8
Smoked: 1**OYSTER-CRABS:**

No.: 4

OYSTERS:

J. M. Clayton Co., Cambridge, Md.

Greenport Oyster Co., Greenport, L. I., N. Y.

John T. Handy Co., Crisfield, Md.

Narragansett Bay Oyster Co., Providence, R. I.

Frank Rogers & Son, Bayport, L. I., N. Y.

Schroeder-Besse Oyster Co., Onset, Mass. (Shell Stock).

Also: 3, 4, 6, 7, 8, 10, 11, 12, 14, 17

Canned: 14, 18

POLLOCK:Nos.: 3, 5
Fillets: 3, 5
Salted: 3, 5, 16**POMPANO:**

Nos.: 1, 7, 8, 11, 12, 13, 15

RED SNAPPER:Nos.: 1, 8, 11, 13
Fresh Fillets: 8**SABLEFISH:**No.: 7
Fillets: 7**SALMON:**No.: 7
Smoked: 16
Canned: 16**SARDINES:**

Canned: 16

SCALLOPS:

Nos.: 1, 3, 7, 13, 17

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, SALT-WATER:

Nos.: 1, 8

SHRIMP:Nos.: 4, 7, 8, 10, 11, 12, 14, 17, 18
Cooked and Peeled: 11, 14, 18
Canned: 14, 16, 18**SOLE:**Nos.: 3, 5
Fillets: 3, 5**SPANISH MACKEREL:**

Nos.: 1, 2, 8, 10, 11, 13, 15

SQUID:

Nos.: 3, 10

STRIPED BASS:

No.: 6

STURGEON:

No.: 6

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:No.: 5
Canned: 16**TURTLES and TERRAPIN:**

Nos.: 9, 12, 13, 17

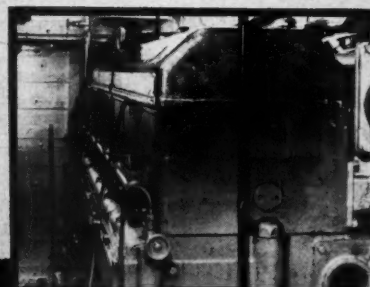
WEAKFISH:

No.: 10

WHITING:Nos.: 3, 5, 6
Salted: 6**YELLOWTAIL:**

Nos.: 1, 13

Owner of "MARY GRACE" selects fuel and lubricants made by makers of Essomarine



The "Mary Grace" is powered with a 6-cyl. type F.P. 6 D.R. 180 h.p. Cooper-Bessemer Reversible Diesel. She made 11 knots on the Rockland Government Trial Course, engine turning 350 R.P.M.



CAPTAIN BEN CURCURU,
Producers Fish Co., Gloucester,
Mass., Owner of the
"Mary Grace."



CAPTAIN TONY ORLANDO
the "Mary Grace's" New
Skipper.

MODERN FROM STEM TO STERN
the "Mary Grace" was designed and built by the I. L. Snow Co., at Rockland, Me. Her dimensions are 86' 11½" length over all; 18' beam; 9' molded depth. She has double oak keel, deck of native pine. Capacity of fish hold, 80,000 pounds. Fore-castle for 11 men, with stove, refrigerator, lockers, clothes closets, water tanks, sink.

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—Imperial Oil, Limited (in Canada).

Capt. Ben Curcuru Relies on Leader of Petroleum Industry for Dependable Power in Speedy New Dragger

FOR a trim and able craft like the new dragger "Mary Grace," only the best is good enough.

That goes for her construction and fittings—and most of all for her power plant. Which explains why Captain Ben Curcuru comes to the Essomarine sign to order fuel and lubrication for her sturdy 180 h.p. Cooper-Bessemer engine.

With such *certain* drive and never-failing protection, Capt. Tony Orlando, the new skipper, will face long, hard runs and sudden blows with equal confidence. He'll head out for the grounds sure of smooth, dependable operation . . . which will help him to put back to the pier from every trip with profit-hauls and good shares for everybody.

Essomarine

OILS & GREASES

PENOLA INC. • 26 BROADWAY • NEW YORK CITY



**NO
"LAY-UP"
WORRY**

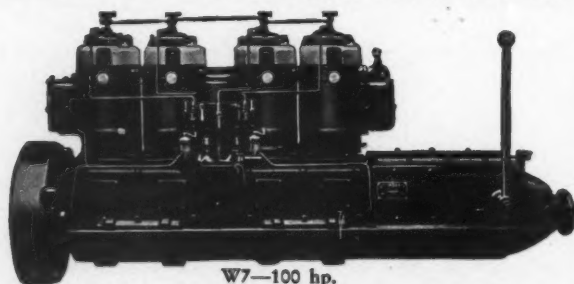
EDISON STORAGE BATTERY

DIVISION OF THOMAS A. EDISON, INC., W. ORANGE, N. J.

Drydocking and seasonal lay-ups can't harm an Edison. It can be left discharged for months without injury. Its plates can't shed their active materials . . . two reasons why its 2 to 5 times longer life is not subject to sudden power let-downs.

BOLINDERS DIESEL ENGINES

**NOTHING BEATS DIESELS
FOR ECONOMY-NOTHING
Beats BOLINDERS For Diesels!**



W7—100 hp.

**SEE OUR
ENGINES
N. Y. Boat
SHOW
Jan. 8-16
Section T**

Bolinders Diesels are serving fishermen in practically every country in the world. There is over 1,000,000 horsepower giving satisfactory service in daily operation everywhere. Where men are dependent upon an engine for livelihood, there you'll find Bolinders Diesels cutting operating and maintenance costs. There must be a reason for worldwide recognition! Find out about a Bolinders for your boat today.

BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.

Boston Fish Pier Landings for November

(Hailing fares. Figure after name indicates number of trips)

<i>Adventure</i> (3)	203,000	<i>Kingfisher</i> (2)	270,000
<i>Alpar</i> (3)	66,000	<i>Lark</i> (1)	98,000
<i>American</i> (2)	169,000	<i>Laura Goulart</i> (1)	114,000
<i>Amherst</i> (2)	281,000	<i>Leonora C.</i> (1)	107,000
<i>Andover</i> (3)	208,500	<i>Loon</i> (3)	503,000
<i>Atlantic</i> (3)	256,000	<i>Magellan</i> (3)	152,000
<i>Billow</i> (4)	567,000	<i>Maine</i> (2)	176,000
<i>Boston</i> (4)	429,500	<i>Maris Stella</i> (3)	320,500
<i>Brant</i> (2)	268,000	<i>Mary E. O'Hara</i> (2)	113,000
<i>Breeze</i> (2)	239,000	<i>Mary P. Goulart</i> (1)	65,000
<i>Brookline</i> (2)	189,000	<i>Natale II</i> (2)	112,500
<i>Cambridge</i> (3)	289,000	<i>Natalie Hammond</i> (2)	48,900
<i>Chas. S. Ashley</i> (1)	41,000	<i>Neptune</i> (3)	220,000
<i>Comber</i> (3)	298,000	<i>Newton</i> (3)	246,000
<i>Coot</i> (2)	233,500	<i>Notre Dame</i> (3)	332,000
<i>Corinthian</i> (2)	126,000	<i>Ocean</i> (2)	178,000
<i>Cormorant</i> (2)	182,000	<i>P. J. O'Hara</i> (3)	226,000
<i>Cornell</i> (3)	378,000	<i>Penguin</i> (2)	257,000
<i>Curlew</i> (2)	289,000	<i>Plover</i> (1)	100,000
<i>Dartmouth</i> (3)	374,000	<i>Plymouth</i> (3)	392,000
<i>Dawn</i> (1)	91,000	<i>Pollyanna</i> (1)	88,000
<i>Donald</i> (3)	304,500	<i>Princeton</i> (3)	396,000
<i>Dorchester</i> (3)	286,500	<i>Quincy</i> (3)	327,000
<i>Doris F. Amero</i> (1)	46,000	<i>R. E. Ashley</i> (1)	47,000
<i>Ebb</i> (2)	221,000	<i>Rainbow</i> (2)	119,500
<i>Edith C. Rose</i> (1)	59,000	<i>Raymonde</i> (1)	118,000
<i>Edith L. Boudreau</i> (2)	107,000	<i>Ripple</i> (2)	164,000
<i>Elk</i> (1)	46,000	<i>Rita B.</i> (3)	231,000
<i>Elvira Gaspar</i> (1)	58,000	<i>Santina D.</i> (1)	40,000
<i>Evelina M. Goulart</i> (2)	43,000	<i>Saturn</i> (2)	179,500
<i>Exeter</i> (2)	203,000	<i>Sea</i> (2)	241,000
<i>Fabia</i> (4)	428,500	<i>Sea Ranger</i> (1)	40,000
<i>Famiglia</i> (4)	111,100	<i>Shamrock</i> (2)	153,000
<i>Flow</i> (3)	316,000	<i>Shawmut</i> (3)	135,500
<i>Foam</i> (4)	463,000	<i>Spray</i> (3)	183,000
<i>Fordham</i> (2)	167,000	<i>Storm</i> (3)	207,000
<i>Frances C. Denehy</i> (3)	239,000	<i>Surf</i> (3)	529,000
<i>Gale</i> (2)	161,000	<i>Swell</i> (2)	267,000
<i>Gemma</i> (3)	392,000	<i>Teal</i> (2)	327,000
<i>Georgetown</i> (3)	281,000	<i>Tern</i> (2)	169,000
<i>Geraldine & Phyllis</i> (3)	192,000	<i>Thomas Whalen</i> (3)	390,000
<i>G. L. Thebaud</i> (1)	80,000	<i>Tide</i> (2)	272,500
<i>Gertrude Parker</i> (3)	258,000	<i>Trimount</i> (3)	212,500
<i>Gossoon</i> (3)	209,300	<i>Triton</i> (3)	273,500
<i>Harvard</i> (4)	630,000	<i>Vagabond</i> (3)	101,500
<i>Hekla</i> (4)	434,000	<i>Vandal</i> (3)	85,400
<i>Helen M.</i> (2)	65,000	<i>Venture II</i> (3)	86,600
<i>Heron</i> (3)	291,000	<i>Whitecap</i> (3)	428,000
<i>Holy Cross</i> (3)	236,000	<i>Widgeon</i> (1)	103,000
<i>Hoop-La</i> (1)	68,000	<i>Wild Goose</i> (2)	224,000
<i>Illinois</i> (3)	287,000	<i>W. J. O'Brien</i> (2)	170,000
<i>Imperator</i> (1)	38,000	<i>W. L. Putnam</i> (3)	219,000
<i>Isabelle Parker</i> (3)	169,000	<i>Winthrop</i> (3)	296,000
<i>Joffre</i> (1)	67,000	<i>Yankee</i> (2)	215,000

Mass. Lobstermen Hold Annual Meeting

WITH 150 in attendance, the Massachusetts Lobstermen's Association held its annual business meeting and banquet at the Hotel Essex, Boston, on Nov. 18. Officers elected were Raymond Till of Marblehead, President; Herbert Eddy, Plymouth, Vice-President; Henry Briggs, Marblehead, Secretary, and J. R. Harlow, Plymouth, Treasurer. All held these offices before except Herbert Eddy, who replaces Charles Berger of Nahant as Vice-President.

It was voted to ask the State to stop buying egg-bearing lobsters, and to provide for a \$50 fine for the possession of such lobsters, the money so collected to be used to buy seed lobsters, which would be turned over to the law enforcement department. It was also voted to ask for a law to provide for the punching of every flipper except the middle one, the State to furnish a legal punch with each license. A measure to increase the gauge on lobsters 1/16 inch was voted down.

New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	Nov. 2-7	Nov. 9-14	Nov. 16-21	Nov. 23-28
Albacore	.02-.04	.02-.04	.03-.06	—
Bluefish	.06-.20	.07-.20	.14-.25	.10-.22
Bonito	.08-.15	.10-.16	.10-.20	—
Butterfish	.03-.14	.04-.16	.06-.18	.05-.16
Codfish, market	.03-.05	.03-.06	.03-.07	.03-.10
Codfish, steak	.07-.12½	.08-.12½	.07-.12	.06-.12
Codfish, fillets	.10-.12½	.10-.12½	.10-.16	.10-.16
Croakers	.03-.05	.02-.06	.05-.08	.03-.07
Dabs	.02-.08	.02-.07	.04-.10	.02-.10
Eels	.06-.16	.06-.16	.08-.22	.08-.20
Flounders	.03-.10	.03-.10	.03-.10	.03-.12
Fluke	.10-.14	.10-.14	.08-.14	.07-.14
Haddock	.03-.06	.03-.06	.04-.08	.04-.10
Haddock, fillets	.10-.12½	.10-.12½	.10-.14	.12-.16
Hake	.02-.05	.02-.05	.02-.05	.02-.06
Halibut	.14-.20	.14-.20	.16-.25	.15-.22
Herring	.01-.04	.01-.04	.01-.05	.01-.05
Kingfish	.03-.12½	.03-.12½	.08-.20	.06-.22
King mackerel	.12½-.16	.10-.15	.08-.18	.14-.18
Mackerel	.09-.18	.08-.16	.06-.14	.07-.20
Mullet	.02-.06	.02-.06	.04-.10	.03-.08
Pollock	.02-.06	.04-.06	.03-.06	.03-.06
Pompano	.30-.40	.35-.50	.30-.50	.30-.60
Red Snapper	.12½-.16	.12½-.15	.12-.18	—
Salmon, Pacific	.14-.20	.14-.20	.14-.25	.12½-.22
Scup (Porgies)	.02-.07	.02-.07	.05-.10	.04-.08
Sea Bass	.08-.16	.08-.16	.06-.25	.06-.22
Sea Robins	.01-.03	.01-.03	.01-.04	.01-.04
Sea Trout	.08-.18	.08-.18	.08-.18	.08-.16
Shad (bucks)	.10-.12	.05-.12	.04-.08	—
Sheepshead	.05-.08	.06-.10	.06-.12	.06-.10
Skate	.01-.04	.01-.04	.01-.05	.01-.04
Smelts	.08-.20	.08-.18	.10-.30	.08-.35
Sole, Grey	.08-.14	.08-.18	.06-.14	.06-.14
Sole, Lemon	.08-.14	.08-.12½	.08-.12	.06-.16
Striped Bass (rock)	.06-.14	.07-.16	.08-.20	.07-.18
Tautog (blackfish)	.03-.07	.03-.07	.05-.10	.05-.10
Tilefish	.03-.05	.03-.06	.05-.10	—
Weakfish	.06-.16	.06-.18	.06-.18	.05-.15
Whitebait	.10-.15	.06-.18	.05-.10	.05-.12
White Perch	.06-.14	.06-.14	.05-.16	.04-.18
Whiting	.01-.03	.01-.03	.01-.04	.01-.02
Clams, hard	1.00-2.25	1.00-2.50	1.00-2.50	1.00-2.00
Clams, soft	1.00-1.50	1.00-1.50	.75-1.50	1.00-1.50
Conchs (tub)	.50-1.25	.75-1.25	.75-1.25	.75-1.25
Crabs, hard shell	.75-1.50	.75-1.50	.75-2.00	1.00-2.00
Frogs legs	.12-.55	.15-.55	.25-.60	.40-.60
Crab meat	.20-.40	.25-.45	.25-.70	.25-.80
Lobsters	.25-.48	.25-.48	.30-.60	.30-.60
Lobster meat	.60-.75	.60-.75	.60-.85	.65-.80
Langouste meat	.35-.50	.35-.50	.40-.60	.40-.55
Mussels	.25-.50	.25-.50	.50-1.00	—
Oyster crabs (can)	.35-.60	.45-.60	.60-.80	—
Scallops, bay	1.50-4.50	1.50-4.25	2.50-4.00	2.50-4.00
Scallops, sea	1.75-2.25	1.75-2.10	1.75-2.25	1.75-2.50
Shrimp	.08-.14	.10-.16	.08-.15	.08-.14
Squid	.03-.06	.03-.06	.02-.06	.02-.06

"R. C. Lundy" Has New Engine

The party boat *R. C. Lundy*, owned and operated by Capt. Anton Lundy of Sheepshead Bay, L. I., N. Y., is now powered with a 6-cylinder, 120 hp., 5½ x 7½ Fairbanks-Morse Diesel. In our November issue, on page 12, the make of Capt. Lundy's previous engine was mentioned in the caption accompanying a picture of the boat.

"VICTORIA" is VICTORIOUS



"Victoria", 40 ft. cruiser used for commercial fishing off Ragged Island, N. S. Her two Buffalo motors spin 18 in. propellers through 1 in. shafts of Monel. Rotary pump gears and all fastenings for parts under water are also Monel.

*Queen of the fishing
fleet off Ragged Island . . . her
"rule" is: "MONEL shafts and
gears waste no time for lay-ups"*

WHEN your living depends on bringing in the fish, you've got to be out on the banks day after day. Which is why Mr. Victor Matthews uses so much Monel* in his 40 footer "Victoria". Give an ear to Mr. Matthews: "I can't drive a boat, keep an eye on the fish, and miss ALL the driftwood. But even when I hit it . . . it's never bent those two propeller shafts of mine. They're Monel . . . that means they're tough and strong.

"Gears in my pump are Monel too. . . I had 'em out for a look after 4 years, and they're perfect. Only set I ever had that can take it.

"All my bolts under water and on my rollers are Monel, of course. Monel can't rust . . . that reason enough?"

Those shafts of Monel take the drive of two Buffalo motors. They are 1 in. shafts, and they have a stretch, one of 14 ft., the other of 11½.

For full details on Monel shafting and accessories, address:

THE INTERNATIONAL NICKEL COMPANY, INC.
67 WALL STREET NEW YORK, N. Y.

MONEL

*Monel is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. This alloy is mined, smelted, refined, rolled and marketed solely by International Nickel.



Before Selecting an Engine!

—see the new Buda Diesel Marine Engines for fish and work boats at the National Motor Boat Show!

New exclusive Buda-Lanova "Silver-Crown" Controlled Combustion Means:

- Smoother Operation
- Longer Engine Life
- Lower Cost Operation
- Higher Efficiency
- Freedom from Smoke

THE BUDA COMPANY

Marine Engine Division H
HARVEY, (Chicago Suburb) ILLINOIS

BUDA  **MARINE ENGINES**
Built for the Fisherman



Now while ice locks northern harbors and snow turns tarpaulin covers into alpine peaks, Hyde is considering possible improvements, is replenishing depleted stocks and is planning even better distribution so that users of Hyde Wheels will enjoy even smoother sailing during the coming year.

HYDE WINDLASS COMPANY, Bath, Maine
Members Marine Propeller Manufacturers' Assn.



HYDE
PROPELLERS



Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.
DEALERS EVERYWHERE CARRY AMPLE STOCKS

New York Motor Boat Show

THE 1937 National Motor Boat Show, to be held at Grand Central Palace, New York City, January 8 to 16, will be the largest staged in the past five years, according to Ira Hand, show manager and secretary of the National Association of Engine and Boat Manufacturers. On December 1, the number of exhibitors totalled 139, with several applications for space still pending. It is expected that when the Show opens more than 150 exhibitors will be represented. In addition to the sleek pleasure craft there will be large and small Diesel, fuel oil and gasoline engines, and all manner of boat accessories and supplies.

Exhibits in addition to the following will be recorded in our January number.

Buda Co. Exhibit

THE exhibit of The Buda Company at the Motor Boat Show will consist of the following engines:

Gasoline—HM-205-R, 3-13/16 x 4 1/2, 204 cu. in. displacement; HM-298, 3 3/4 x 4 1/2, 298 cu. in. displacement; LM-525, 4 1/2 x 5 1/2, 525 cu. in. displacement.

Diesel—4-LDM-196-R; 6-LDM-275, 3 1/2 x 4 3/4, 275 cu. in. displacement; 6-DLM-468, 4 3/4 x 5 1/2, 468 cu. in. displacement; 6-LDM-691 and 6-LDM-691, 4 3/4 x 6 1/2, 691 cu. in. displacement; 6-LDM-909, 5 1/4 x 7, 909 cu. in. displacement; 6-LDM-1742, 6 1/2 x 8 3/4, 1742 cu. in. displacement.

Of these models, 4-LDM-196, the two 6-LDM-691's and 6-LDM-1742 will be new. The outstanding engine of the Buda line for 1937 will be the 691. This engine will develop 120 hp. at 1400 rpm., and 148 hp. at 1800 rpm. It will be equipped with Bosch pump and will have a choice of reduction gears of 2.54 to 1 and 2.97 to 1. It will incorporate the regular Buda Lanova Silver Crown combustion features, and will be available in matched pairs.

The 196-R is a 4-cylinder Diesel, while the 1742 is the big engine of the line, developing 200 hp. at 1000 rpm.

Monel Propellers

AS a result of the service which Monel propeller shafts have given in motor boat use and also because of the performance of both shafts and wheels on boats performing especially difficult duties, Monel wheels will be standard items in marine supply houses during the coming year. Wheels made of this nickel-copper alloy are now being produced in standard sizes by the Columbian Bronze Company, Freeport, L. I., and will be on display at the forthcoming Motor Boat Show.

The new wheels represent a joint development by The International Nickel Company and the Columbian Bronze Company. They are made from castings at the Bayonne Foundry of the former Company and are machined and precision-finished by Columbian Bronze at Freeport.

Red Wing Exhibit

ANEW Red Wing model to be exhibited at the New York Motor Boat Show will be the Arrowhead Junior, a 4-cylinder, 4-cycle size with a bore of 3 1/4 inch and stroke of 4 inches or 133 cubic inches piston displacement. This engine is similar in design and construction to the Arrowhead 25-45 hp. Red Wing which has been such a popular number during the last three years. The new size is lighter in weight and is especially compact being only 35 inches over all.

The Arrowhead Junior will be furnished in two types; a medium duty type with grey iron pistons and castings with a rating of 20 to 40 hp. The weight is approximately 450 lbs. It will also be available in a special high speed type having alloy pistons and aluminum castings for the oil pan, reverse gear cover and flywheel housing. This engine will develop from 40 to 55 hp. at speeds to around 3500 rpm. Weight will be under 400 lbs.

Another new model is the Red Wing Arrow Super Six which will supersede the Arrow Special for 1937. The Super Six has a bore of 4 1/4 inches and stroke of 4 3/4 inches, slightly larger than the 4 1/8 inch by 4 3/4 inch size of the former Arrow Special. In other respects the two engines are alike. The added cylinder bore together with improved manifolding provides

an additional 10 hp. for the Arrow Super Six. Power developed is up to 90 hp.

The Red Wing exhibit will be on display in Block "N", third floor, and will be in charge of J. R. Trautner, President and Manager of the Red Wing Motor Co., together with Verrier, Eddy Co., 201 East 12th Street, the New York distributors.

The display will include representative sizes from the gasoline line 4 to 125 hp., also Comet full Diesel motors 75 to 140 hp., and Hesselman low compression spark ignition fuel oil types 35 to 200 hp.

Those not attending the Show may secure the 1937 catalog and other descriptive matter by writing direct to the Red Wing Motor Company, Red Wing, Minnesota.

Pettit Paint Co. Exhibit

BOAT owners and other visitors at the New York Motor Boat Show will be assured of a cordial welcome at Booth 18, Third Floor, where the Pettit Paint Co. will be located as heretofore.

The booth will be in charge of two officers of the company, namely John L. Pettit and John W. Johnson. In addition, the following salesmen will be on hand to greet their friends. Capt. Tom Carew of Maryland, Fred Becker of Connecticut, Tom Brown of Florida, John Kutler of Jersey City and Kenneth Jones of North Carolina.

An unusual feature of the Company's exhibit this year will be the distribution of the "Pettit Log Book and Guest Register" to those who call and register at the booth. There will also be available, as before, a tide calendar for 1937 differing from last year in that it will be made up in handy pocket style.

The Company will have on display a very attractive new lithographed varnish container, as well as panel displays showing varnish and paint finishes.

Cooper-Bessemer Exhibit

MODERN N-line Diesel engines that assure low-cost transportation on both water and land will be the keynote of The Cooper-Bessemer Corporation's exhibit at the Motor Boat Show.

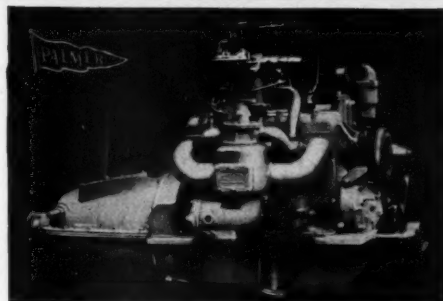
Both types of engines on exhibit have been installed during the last year in marine and railway service, and have proved unusually convenient, reliable, and economical. The Type GN-8 Diesel-electric set at the Show is an exact duplicate of the five units recently put into locomotive switching service by the New Haven Railroad. For marine service, the Type GN is built in 3, 4, 6, or 8 cylinders, the 6's and 8's being direct-reversing. Bore and stroke for marine service are 10½ in. x 13½ in. The rating ranges from 35 hp. per cylinder at 300 r.p.m. to 75 hp. per cylinder at 600 r.p.m.

The other engine on display, a Type EN-4 marine-gear Diesel, is particularly suited to the fishing industry. It is rated 110 hp. at 500 r.p.m. This 4-cylinder engine is built also as a 3, 6, or 8 for marine service, the 6's and 8's being direct-reversing. Bore and stroke are 8 in. x 10½ in. The rating ranges from 25 hp. per cylinder at 450 r.p.m. to 40 hp. per cylinder at 700 r.p.m.

Seven features of these N-line engines are standard: Diesel sturdiness in every piece and part; through-bolt construction carries all heavy stresses; cylinder liners suspended from cylinder heads; heavy-duty crankshaft, connecting rods, bearings; complete pressure or circulating lubrication to wearing parts; patented wrist-pin construction, for longer life; patented atmospheric-relief constant-pressure injection.

Recent Atlantic Coast fishing boat installations of the Type-GN Diesel include the *Adventure*, *Aspen*, *Edith L. Boudreau*, *Cape Ann*, *Gov. Al Smith*, *Julia Eleanor*, *Noreen*, and the *Rita B.* Type-EN Diesels have been installed in the *Maria Del Sarcossa*, *Princess*, and the *Serafina*.

Among those in attendance at the New York Exhibit will be Messrs. B. B. Williams, T. F. Hudgins, C. M. Reagle, L. C. McEwen, C. G. Cooper, J. D. Cudney, Delbert Allen, S. E. Johnson, and D. A. Robbins.



OIL ENGINE ECONOMY WITH GASOLINE SIMPLICITY

A Palmer Oil Engine is as simple as a gas engine because it operates on a gasoline cycle. It burns low priced fuel oil efficiently without increasing formation of carbon. No high compression, no air compressors, no special knowledge required for operation or maintenance. Anyone who can handle a gas engine can use a Palmer Oil Engine.

Here is the low priced, efficient and dependable oil engine you have waited for. The engine shown is 4 cycle, 30 H. P. at 1600 R.P.M., priced at \$475 f.o.b. Cos Cob. Other Palmer Gasoline Engines 2½ to 1500 H. P. Send for literature.



PALMER BROS. ENGINES, Inc.

14 Water St., Cos Cob, Conn.

Dealers in all important coastal cities

YOU GET *swift* dependable action at low economical cost when you ship by RAILWAY EXPRESS!

It's the industry's nation-wide stand-by. Railway Express gives sea food shipments the sort of top-speed attention and intelligent handling that you can't find anywhere else. Prompt pick-up and delivery in all cities and principal towns without extra charge. Express train speed in forwarding and **prompt delivery on arrival**. Refrigeration carefully watched all the way and receipts taken to prove delivery in good condition. Rates are low and economical and include insurance of \$50 on each shipment. C. O. D.'s a specialty. Just as fast and prompt remittances. On regular and special shipments, phone any Railway Express office for service and information.

**RAILWAY
EXPRESS
AGENCY INC.**

NATION-WIDE RAIL-AIR SERVICE

DIESEL USERS! It's Yours for the Asking

NEW BULLETIN ON



Just off the Press! If you desire to cut maintenance costs and improve operation, write for your copy to

GUSTAVO PRESTON COMPANY

113 Broad St. Tel. HANcock 3995 Boston, Mass.

Lubal, Inc., Columbus, Ohio

KINNEY HAULING CLUTCH for trawling gear on the SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

KINNEY MFG. CO.
3541 Washington St.
BOSTON

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

PLYMOUTH

• Under every test of the hardest sort of service, you will find Plymouth always
The Rope You Can Trust
PLYMOUTH CORDAGE COMPANY

No Plymouth, Mass., Welland, Can
Sales Branches
New York, Chicago, San Francisco,
Cleveland, Baltimore, New Orleans,
Boston, Philadelphia



**SHIP BRAND
MANILA**



Recent Atlas Installations

B. C. PARKER, Gloucester representative of the Atlas Imperial Diesel Engine Co., reports the installation of five Atlas Imperial Diesels within the past few weeks.

The *Curlew*, of Boston, owned by Capt. Joseph Lincata, now has a 65 hp. rebuilt Atlas Imperial.

The Provincetown dragger *Dorothy*, Capt. Frank Henrique, owner and skipper, has been equipped with a new 60 hp. Atlas Imperial.

The 68-ft. *Alice M. Doughty*, formerly owned by the Willard-Daggett Co. of Portland, has been bought by Boston interests and converted into a dragger at the Tringali Boat Yard in East Boston. She will be renamed the *J. B. Jr.*, and equipped with a 110 hp. Atlas Imperial and Hathaway winch.

The Boston dragger *Olympia*, Capt. Salvatore Bramante, has been equipped with a new 135 hp. Atlas Imperial.

The *North Star*, Capt. Joseph Novello, of Gloucester, now has a 140 hp. rebuilt Atlas Imperial. The *North Star* was purchased from Dench & Hardy in Boston last year.

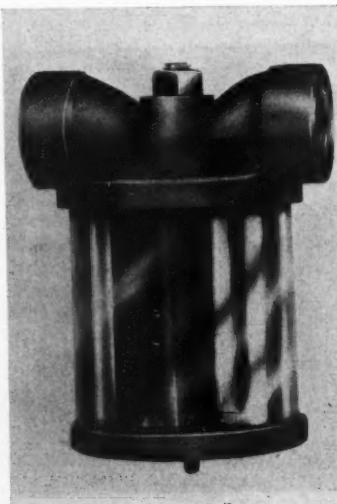
Fathometers for Draggars

A NEW bulletin, describing the size of Fathometer suitable for draggers, has just been issued by the Submarine Signal Co., 160 State St., Boston, Mass. This unit is the kind installed on the *Mary Jane*, the fine new dragger owned by Capt. Dan Mullins of New Bedford. The bulletin gives dimensions, installation diagrams, and other valuable information. When writing, ask for Specifications S-132A.

The Submarine Signal Co. has also worked out a rental proposition which involves servicing and up-keep of the equipment by the Company's inspectors. This proposition will be of particular interest to vessel owners who do not wish to purchase the equipment outright. Details may be had upon application to the Company.

Columbian Visible Intake Water Strainer

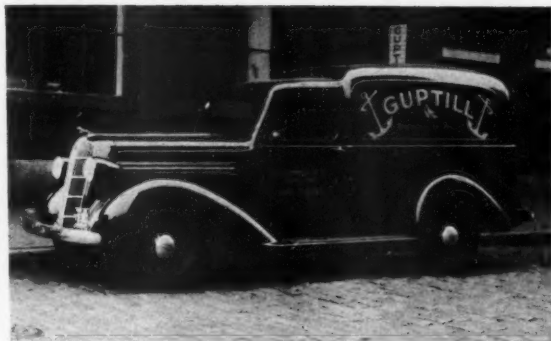
THE Columbian Bronze Corporation has developed a very durable water strainer, to be located between the inlet connection and the water pump on the engine. A double core of bronze screen cloth prevents sand and dirt from entering the pump and water jacket. Special heat resisting borosilicate glass cylinders make it possible to observe conditions at all times. The strainer may be taken apart readily for cleaning. These strainers are most desirable when boats must operate in water containing a percentage of sand and dirt. They are made entirely of bronze, and in two sizes: Model A, accommodating one-half and three-quarter inch pipe size; Model B, one inch and inch and one-quarter pipe size.



Columbian Water Strainer.

Further details may be obtained from the manufacturer, the Columbian Bronze Corporation, Freeport, L. I., N. Y.

This new water strainer, and other Columbian products, will be on display at the New York Motor Boat Show, at which time representatives and distributors for 1937 will be announced.



The new "store on wheels" owned by the Guptill Corp., Portland, Me., and described below.

Guptill's New Sales Truck

ILLUSTRATED above is the new Dodge panel truck just being put into service by the Guptill Corp. of Portland, Me., one of the largest marine supply houses in New England. The truck, to be operated all along the Maine coast in sales promotional work, will be loaded weekly with a complete line of supplies, which will be shown to dealers who can buy from the truck or send in orders to the head office after examining the samples.

The Guptill Corp. is now stocking Everdur bronze bolting rods, bolts, screws, etc., and has also added a line of tuna fishing supplies and Snyder rubber clothing. A new type double swivel oar lock, developed in conjunction with the Thomas Laughlin Co., is also being featured.

Other products carried include Tarr & Wonson paint, Columbian rope, Burnham and Brownell lines, Hyde propellers and Shipmate ranges.

Gray "Four-22" Announced

A SMALL, compact, but husky marine motor, especially suitable for lobster boats and similar craft up to about 28 feet in length, has been announced by the Gray Marine Motor Co. The new engine, known as the "Four-22", develops from 9 to 29 hp. at 800 to 2400 rpm., direct drive, and from 9 to 31 hp. at 400 to 1400 rpm. with 2:1 reduction gear.

Gray Motor Sales

Four lobstermen are sporting new Gray motors, sold by the Gray-Aldrich Marine Corp., of Boston. They are Ralph Burrell of Cohasset, who bought a "Four-22", direct drive with electric starter; Dana B. Blackman, of Brant Rock, who purchased a "Fisherman-4"; Roy Gurley of Chatham, who installed a "4-56" in his new boat, and Alexander Griffin of North Chatham who bought a "4-56" for his new craft.

Paulsen-Webber Appoint Agent

THE Paulsen-Webber Cordage Corp., 26 Front St., New York City, announce the appointment of Sparks, Leonard & Co., Inc., 222 State St., Boston, as their agent in the Boston territory. Joseph D. Machado of that Company will call on the fish trade.

The new schooner *Eunice Lilian*, just being completed at Johnson's Boat Yard, Brooklyn, N. Y., is being fitted out with Paulsen-Webber rigging, dragging wires, etc. The *Whaling City*, *Noreen* and *Chas. S. Ashley* also carry this Company's products.

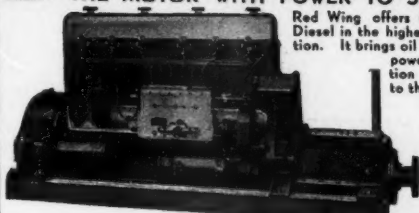
Improved Crabmeat Can

A N improved crabmeat can has been brought out by the American Can Company. The feature of the new container is the locking style cover, which is produced by having an interrupted thread, making it much easier for the consumer to remove than the old style slip cover. The can is made in two sizes, $\frac{1}{2}$ and 1 lb., and has a perforated bottom to insure adequate refrigeration during distribution.

FULL Diesel MARINE ENGINES

RED WING COMET

THE MOTOR WITH POWER TO SPARE



Red Wing offers this efficient, full Diesel in the highest state of perfection. It brings oil engine economy—power—smooth operation and dependability to the marine world.

Two 6-Cylinder Models
75-100 H. P. —
120-180 H. P.

Write for special "Comet" Bulletin
RED WING MOTOR CO.
Red Wing, Minn.

Also 18 Gasoline Models 4 to 125 H. P. and 7" Hesselman Fuel Oil Types 35 to 200 H. P.

USE THE BEST

"JERSEY CITY" COPPER PAINT

AND TOPSIDE PAINTS

SINCE 1861
MADE BY
PETTIT PAINT CO., INC.
JERSEY CITY
N. J.



SEND FOR FREE COPY ATLANTIC COAST TIDE TABLES; FIGURES FOR EVERY HARBOR

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

New York	Boston	Gloucester	Baltimore
	Chicago	San Francisco	

BOTTOM INSURANCE



Be sure to get the original
**TARR & WONSON
COPPER PAINT.** None
genuine without our complete
name and trade mark, the full
rigged ship at sea.

FOR 3 GENERATIONS

Fish, Boats, Engines, Gear and Supplies

MARINE BARGAINS

NEW FRIENDSHIP SLOOPS—Built from the original models—arranged for cruising or fishing, prices right—write for particulars. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, ME.

REMANUFACTURED MOTOR BARGAINS

GRAY'S selection of experimental and remanufactured motors is at its best this time of year, and special Winter prices offer big savings.

Model "Four-56" with starter, generator, develops 52 hp. at 2,200 rpm. Big, strong, heavy duty engine for workboat service \$365

Model "Four-40" with built-in 2:1 Reduction Gear to turn propeller sizes up to 22" x 12". Used experimentally only. Includes Tachometer panel \$369

Every Motor carefully remanufactured and tested; new motor guarantee. Write today for complete list and new catalog of the 1937 line. Be sure to send description of your boat. GRAY MARINE MOTOR COMPANY, 646 Canton Avenue, Detroit, Michigan.

FOR SALE

55 hp. Bridgeport engine. First class condition. \$650. Capt. D. Birkenstock, 2808 E. 28th St., Brooklyn, N. Y.

M. L. SNYDER & SON

Third above Arch Philadelphia

The Home of

Rubber Boots
Oiled Clothing
"SKIPPER"—Rubber Suits
Rubberized Cotton Gloves

THESE ARE SPECIAL ARTICLES FOR FISHERMEN ONLY
(Supply House Agencies for "Skipper" Line Solicited)

Where to Ship

These companies are in the market for fish and shellfish.

BALTIMORE, MD.

J. W. Chew, Wholesale Fish Market.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 300 W. Adams St.

H. Grund & Sons, 213 N. Union Ave.

Holmes Fisheries Co., Inc., 171-173 N. Union Ave.

J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Sol Broome & Co., 34 Peck Slip.

Chesebro Bros. & Robbins, 1-2-3 Fulton Market.

Eastern Commission Co., 19 Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

John L. Plock, 146 Beckman St.

South Fish Co., 112-113 Fulton Market.

J. Edwin Treacle, 20 Fulton Market.

Frank W. Wilkison, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

SHERMAN B. RUTH

SHIP CHANDLER

Complete Line of Fishermen's Supplies Including

WALL ROPE PFLUEGER HOOKS

HENDERSON & JOHNSON PAINTS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

THOMPSON ELECTRIC COMPANY

Bludworth Radio Compasses

Marine Radio Receivers with Short Wave and

Arlington Time Signals

Motors, Generators, Armatures rewound and rebuilt

Tom Thumb Radios—Storage Batteries

29 Wharf Street

Gloucester, Mass.

If your dealer does not have them, ask him to order for you. He will be glad to do so. Do not accept substitutes.

RUBBER CLOTHING

Ask For Them By Name

"FISHERMAN'S FRIEND" BRAND

Sold by Reliable Dealers Everywhere

Manufactured by

C. L. LOVIG

MARINETTE, WIS.

Index to Advertisers

Atlas Imperial Diesel Engine Co.	Inside front cover
Bethlehem Shipbuilding Corp., Ltd.	Inside back cover
Bolinders Company, Inc.	20
The Buda Company	22
Chesebro Bros. & Robbins	Back cover
Columbian Rope Co.	Front cover
Edison Storage Battery Co.	20
The Electric Storage Battery Co.	4
Essomarine	19
R. S. Hamilton Co.	26
Hathaway Machinery Co.	24
Hyde Windlass Co.	22
International Nickel Co., Inc.	21
Kinney Manufacturing Co.	24
The Linen Thread Co., Inc.	25
C. L. Lovig	26
Lubal, Inc.	24
National Net & Twine	Inside back cover
Palmer Bros. Engines, Inc.	23
Pettit Paint Co., Inc.	25
Plymouth Cordage Co.	24
Railway Express Agency, Inc.	23
Red Wing Motor Co.	25
Sherman B. Ruth	26
M. L. Snyder & Son	26
Tarr & Wonson, Ltd.	25
Thompson Electric Co.	26
Where to Buy Equipment	16
Where to Buy Fish and Shellfish	18
Where to Ship Fish and Shellfish	26
Willard Storage Battery Co.	3
Wolverine Motor Works, Inc.	Inside back cover

NY

ISS.
for
ates.

IS.

over
over
20
22
over
over
20
4
19
26
24
22
21
24
25
26
24
over
23
25
24
23
25
26
26
25
26
16
18
26
3
over